FINDING OF NO SIGNIFICANT IMPACT

AND NOTICE OF INTENT TO ADOPT THE DEPARTMENT OF ENERGY, NATIONAL NUCLEAR SECURITY ADMINISTRATION ENVIRONMENTAL ASSESSMENT FOR OPERATIONS, UPGRADES, AND CONSOLIDATION AT THE WESTERN COMMAND SITE, NEW MEXICO

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FINDING OF NO SIGNIFICANT IMPACT

AND NOTICE OF INTENT TO ADOPT THE DEPARTMENT OF ENERGY, NATIONAL NUCLEAR SECURITY ADMINISTRATION ENVIRONMENTAL ASSESSMENT FOR OPERATIONS, UPGRADES, AND CONSOLIDATION AT THE WESTERN COMMAND SITE, NEW MEXICO

The Department of Energy (DOE), National Nuclear Security Administration (NNSA) completed an Environmental Assessment (EA) to consolidate western command operations into a new complex at the existing Agent Operations Western Command (AOWC) and Training Facility on Kirtland Air Force Base (AFB), New Mexico. The EA resulted in a Finding of No Significant Impact (FONSI) signed by DOE on July 10, 2012. The NNSA prepared the EA in accordance with the requirements of the National Environmental Policy Act of 1969 (NEPA) (42 United States Code [U.S.C.] Section 4321–4347), as amended; the Council on Environmental Quality's (CEQ) Regulations for Implementing the Procedural Provisions of NEPA (40 Code of Federal Regulations [C.F.R] Parts 1500–1508) and the DOE NEPA implementing regulation (10 C.F.R Part 1021). The Air Force is proposing to adopt the NNSA EA for construction and demolition (C&D) activities, which would occur on Kirtland AFB as part of the consolidation of the Western Command Site. The Air Force has independently reviewed the document to determine it satisfies their NEPA implementing regulations found at 32 C.F.R Part 989 and the Department of Defense Directive 6050.1.

DESCRIPTION OF PROPOSED ACTION AND ALTERNATIVES

Proposed Action (EA § 2.2, pages 11-15). To facilitate greater operational efficiency and cost-effectiveness, NNSA proposes to consolidate their western command operations, currently conducted at several locations on Kirtland AFB, into a single new complex known as the Western Secure Transportation Center. This new complex would be located where the Office of Secure Transportation (OST) Driver Track currently resides (EA Figure 2-3, page 13); a 4-acre secured, limited access area with a 1-mile loop driver track for OST's AOWC. Proposed new construction would entail a new agent operations building with parking lot; new Vehicle Maintenance Facility/Mobile Electronic Maintenance Facility (VMF/MEMF) with parking areas; OST communication depot; aboveground water tank; fuel station and wash rack; a Physical Training and Defensive Intermediate Use of Force Training (PT/IUF) or munitions office; warehouse; munitions storage site; a new OST headquarters office; and a visual screening wall. With consolidation of OST facilities to this location, the driver track would no longer be used.

The primary role of the agent operations facility is to support the operational duties of the federal agents based at this facility. These agents are responsible for the daily safeguard and transport of nuclear weapons, components, test assemblies and strategic quantities of weapons grade special nuclear material up to and including secret restricted data. The nature of operations would remain the same as in the current agent command and VMF/MEMF; however, the designs of the building would be more efficient and would provide room for growth of personnel depending on future mission needs and budgetary contraints. In addition to the current activities in the MEMF, work activities would include the OST communications depot and maintenance/testing. Increased munitions storage would be required and would consist of six secure aboveground explosives storage magazines and one aboveground earth covered magazine for up to 10,000 pounds of munitions. All agents that are not on mission status would train at the PT/IUF building at least 3 hours daily rather than use an off-site gym.

No Action Alternative (EA § 2.3, page 16). The No Action Alternative was analyzed to provide a baseline of the existing environmental, social, and economic conditions the Proposed Action was compared against. Under the No Action Alternative, the current Western Command Operations would not be consolidated and the additional structures would not be constructed at the existing operations and training facility.

Alternatives Considered but not Analyzed in Detail (EA § 2.4, page 16). Three alternative sites, all DOE-owned properties, were considered but eliminated from further study based on the sites failing to meet the project objectives. The Eubank South Plot and the Eubank North Plot were both 20-acre areas, located off Kirtland AFB. The South Plot could not hold all of the munitions storage for operations and would result in logistical inefficiencies of having to transport munitions back and forth from different properties. Besides having the same logistical constraints with munition storage as the South Plot, the North Plot is located adjacent to the National Museum of Nuclear Science and History. This site posed additional security problems because of its close proximity to a public facility. Consequently, these alternatives were not analyzed in further detail. The Sandia National Laboratories (SNL) Tech Area II, located on Kirtland AFB, is currently undergoing environmental restoration clean-up with long-term monitoring wells in place. Because the Western Secure Transportation Center requires a large area of open space for facility and truck maneuverability, which is not available at Tech Area II, this alternative was not analyzed in further detail.

SUMMARY OF ENVIRONMENTAL IMPACTS

Based on the scope of the Proposed Action, the following environmental areas were eliminated from further analysis: Aesthetics/Visual Resources, Land Use, Radiological and Intentional Destructive Acts (EA Table 3.1, page 21). The Proposed Action is located in a fairly isolated area of Kirtland AFB where OST operations are already being conducted; therefore, current land use designations would not change. The proposed facilities do not involve the transportation, storage or use of radioactive materials, and the entire project is contained within a secured facility, which does not provide an opportunity for terrorists or saboteurs to inflict adverse impacts on human life, health, or safety. Environmental analyses within the EA focused on the following areas:

Air Quality (EA § 3.3, pages 21-26): The Proposed Action is located within Bernalillo County, New Mexico, which is in attainment status for all national ambient air quality standards (NAAQS), except for carbon monoxide (CO). Bernalillo County has been designated as a maintenance area for CO but because these emissions have been steadily declining with no recent violations, U.S. EPA has allowed the county to follow the CO Limited Maintenance Plan so long as levels remain below 85 percent of NAAQS. It is anticipated C&D activities associated with the Proposed Action would result in CO emissions of approximately 4.2 tons per year (tpy) during a 1-year period. After construction is completed, facility operations are anticipated to generate 0.52 tpy from the operation of additional emergency generators. Conformity analysis is not required since these emissions are below the 100 tpy threshold. Fugitive dust emissions would be generated from ground-disturbing activities and from combustion of fuel used in construction equipment. These emissions would be greatest during the initial site preparation phase and would vary from day to day depending on the level of activity and prevailing weather conditions. Best management practices (BMPs), such as frequent application of water over exposed soils, would be incorporated into C&D activities to minimize fugitive dust emissions.

Approximately 1,100 metric tons of greenhouse gases (GHG) would be generated during C&D activities; however, there would be an annual decrease of 6.8 metric tons during facility operations since the need to drive the vehicle fleet of 357 trucks between the existing AOWC and the existing VMG is no longer required. Total GHG emissions from the Proposed Action would be below the U.S. EPA threshold of 25,000 metric tpy. Consolidation of operations to the Western Secure Transportation Center would assist NNSA in achieving their GHG reduction goals per Executive Order 13514. Overall, there would be no significant impacts to air quality from the Proposed Action.

Geology, Topography, and Soils (EA § 3.4, pages 26-28): Implementation of the Proposed Action would result in short-term, minor impacts from various C&D activities (i.e., vegetation clearing, excavation, grading, utility trenching, and movement of heavy equipment) exposing soils to wind and water erosion. A portion of the munitions storage area would encompass 6.3 acres of land not previously disturbed. Long-term impacts associated with the Proposed Action include soil compaction from vehicle and foot traffic, which would result in loss of soil structure and ultimately change drainage patterns. Facility design would avoid interrupting natural

Officer concurred with these findings on July 9, 2014. Implementation of the Proposed Action would have no significant impacts to cultural resources.

Noise (EA § 3.8, pages 36-37): The site of the Proposed Action consists of open recreation space and industrial areas. Populations potentially affected would include Air Force personnel at the military working dog facility and surrounding facilities within an approximate 2,200-foot radius. Under the Proposed Action, industrial-level construction noise would be generated by construction vehicles, employee vehicles, and construction equipment; however, all construction activities would be limited to normal working hours (approximately 0700 to 1700 hours) and would end once construction was completed. Operations noise from the proposed Western Secure Transportation Center would occur from personal vehicles traveling to and from the facilities and OST trucks entering/exiting the facility. Noise from the operations of the VMF would be similar to noise produced by a local automotive center. Operational noise is expected to be negligible and localized to the area and with limited noise-sensitive receptors in the area, noise impacts from operation of the Western Secure Transportation Center are expected to be negligible.

Hazardous Materials and Waste Management (EA § 3.9, pages 38-42): Implementation of the Proposed Action would result in short-term, negligible impacts on hazardous materials and waste management. Non-hazardous, C&D waste would consist of packaging material such as wooden crates, cardboard and plastic; scrap material such as electrical wire, insulation, gypsum drywall, floor tile, carpet, scrap metal and empty adhesive/paint containers; as well as concrete debris. These solid wastes would be recycled through agreements with local contractors or collected in roll-off bins located onsite and transported to the Kirtland AFB landfill as appropriate. No impacts are expected from storing, handling, and disposing of hazardous materials and petroleum products during C&D activities. Contractors would be responsible for managing hazardous materials and disposing of hazardous wastes in accordance with all federal, state, and local regulations as well as adhering to the Kirtland AFB Hazardous Waste Management Plan.

Hazardous materials currently stored at the VMF include solvents, greases, brake cleaners, paint, and lubes for vehicle maintenance. There are several fuel and oil tanks located at the VMF site for maintenance operations. These tanks store E85 fuel (2,000 gallons), biodiesel (500 gallons), new oil (500 gallons), and used oil (500 gallons). The MEMF stores minimal hazardous materials, such as epoxy, glue sticks, batteries, ice melt, white board markers, solder, and spray paint. All hazardous wastes are handled through Sandia National Laboratories waste management system, which would continue with the new maintenance facility. It is not anticipated that operation of the new facility would require the use of any new hazardous materials or petroleum products that are not currently being used.

There are 13 environmental restoration program sites within a half-mile radius of the Proposed Action but only one of these sites crosses through a portion of the land use permit area (EA Figure 3-1, page 39). It has been determined by the New Mexico Environment Department this ERP site does not require any further clean-up action. No impacts would be expected from this ERP site during any construction and operation of the facility.

Infrastructure (EA § 3.10, pages 42-45): Utilities consisting of natural gas, electricity, sanitary sewer, and water are supplied to DOE facilities through the Kirtland AFB infrastructure system. The proposed replacement facility designs are predicted to result in increased utility efficiencies. Alternative energy sources, such as photovoltaic parking lights, would be encouraged during the proposal process. Discussions with utility engineers from Kirtland AFB and NNSA confirmed there is adequate capacity in the current utility infrastructure to accommodate increased usage if necessary. New facilities would connect to existing distribution lines/pipes within the proposed project area.

Construction of the proposed new Western Secure Transportation Center would generate approximately 178 tons of C&D waste. To reduce this amount being disposed in the landfill, materials would be recycled/reused to the greatest extent possible. Site generated scrap metals, wiring, clean ductwork, and structural steel would be

and existing surface water drainages where practicable. Construction of the proposed Western Secure Transportation Center would be in accordance with building code requirements for Kirtland AFB, which requires earthquake protection. No significant impacts to geologic hazards are expected from implementation of the Proposed Action.

Water Resources and Floodplains (EA § 3.5, pages 28-30): There are two main surface water drainage channels on Kirtland AFB; Tijeras Arroyo, located 5 miles west of the Proposed Action site and the smaller Arroyo del Coyote, which is located 0.3 mile south of the Proposed Action site. There are no wetland or floodplain areas located on or near the Proposed Action site. Over 33 acres of land would be disturbed under the Proposed Action during C&D activities. In accordance with the Clean Water Act, NNSA would obtain a General Construction National Pollution Discharge Elimination System Permit for storm water discharges. As part of this permit, NNSA and their contractor would develop a storm water pollution prevention plan outlining storm water design requirements to control soil erosion and sediment production. Additionally, xeriscaping with low water plants may be used to re-vegetate some of the exposed areas around the buildings. In addition, the selected contractor would be required to implement the new storm water design requirements of Section 438 of the Energy Independence and Security Act, which requires federal construction projects to maintain or restore predevelopment site hydrology to the maximum extent technically feasible with respect to temperature, rate, volume, and duration of flow. There would be no significant impacts to water resources with implementation of the Proposed Action.

Biological Resources (EA § 3.6, pages 30-33): The majority of C&D activities would occur on previously disturbed soils and vegetation removal would be minimal. Noise created during C&D activities could impact nearby wildlife; however, these impacts would be short-term and cease when construction is completed. No federally or state-listed threatened or endangered species are known to inhabit the proposed project area; however, Gunnison's prairie dog colonies are known to exist approximately 0.4 miles west. Burrowing owls, a federal species of concern, have been known to use abandoned prairie dog burrows for nesting during summer months. As part of the Kirtland AFB Prairie Dog Management Plan, a biological survey would be conducted within 2 weeks prior to any clearing, grading, excavating, or other associated ground-disturbing activities to identify prairie dog colonies and burrowing owls. If burrowing owls are present, construction activities would only commence after the owls have migrated from the area (that is, September 1 to February 28). In addition, empty nesting burrows would be flagged and avoided during construction activities so the nesting sites could still be viable after C&D activities are completed. Operation of the new facilities would increase the amount of traffic in this rural area thus causing a potential increase in wildlife-human conflict; however, these species are adapted to vehicular traffic and the surrounding habitat provides an expansive view. There would be no significant impacts to wildlife from construction and operation of the proposed Western Secure Transportation Center.

Cultural Resources (EA § 3.7, pages 34-35): The site of the Proposed Action was completely surveyed in 2001 for cultural resources and no archaeological sites were identified within the area of potential effects. Three "not eligible" and "one eligible" site exist within 1 mile of proposed project area but would not be impacted by the Proposed Action. While implementation of the Proposed Action would have no immediate impact on known cultural resources, any ground-disturbing activities would take into consideration the potential for discovery of previously undiscovered cultural resources. Should any archaeological sites, human remains and/or artifacts be unearthed and identified during the construction, operation, or maintenance of the new Western Secure Transportation Center, the Kirtland AFB Cultural Resources Manager will be immediately notified. The site(s) would be documented and evaluated for National Register of Historic Places eligibility and the Tribal Nations would be consulted per Native American Graves Protection and Repatriation Act 1990 guidelines.

The current OST communications depot building would be demolished before returning the site to the Air Force. This is a modular building less than 10 years old and is not eligible for historic designation. No other eligible, historic buildings of appropriate age are present within the proposed project area. The State Historic Preservation

separated and recycled off site by the contractor. Clean fill material, ground-up asphalt, and broken-up cement would be diverted from the landfills and reused whenever possible. Nonhazardous C&D waste not recycled/reused would be transported to the Kirtland AFB C&D waste landfill for disposal. This impact is expected to be negligible since C&D waste would represent less than 1 percent of the annual disposal at the site. Receptacles would be provided for municipal solid waste generated by operational activities and would be transported to the Cerro Colorado Landfill. Overall, there would be no significant impacts to Kirtland AFB's infrastructure from the Proposed Action.

Transportation (EA § 3.11, pages 45-46): Currently the VMF/MEMF is located 5 miles north of the AOWC facility. Approximately 357 vehicles are serviced annually at these two facilities. All OST convoys start with a full pre-trip mechanical and electronic inspection; therefore, each vehicle travels 10 miles round-trip between the VMF and AOWC under the current operating conditions. Co-location of the these two facilities would provide beneficial impacts to transportation by eliminating the need for 357 vehicles to travel multiple times on existing roadways; some of which are congested. There would be temporary, short-term impacts to the existing transportation system during C&D activates as construction employees travel to and from the site; however, these impacts would be minimal due to the remote area of Kirtland AFB where the Western Secure Transportation Center would be located. Overall, there would be no significant impacts to transportation from the Proposed Action.

Safety and Occupational Health (EA § 3.12, pages 46-47): The NNSA would be responsible for all environmental, safety and health review and regulatory compliance requirements related to activities conducted at the proposed Western Secure Transportation Center. All C&D activities would be performed in accordance with all Occupational Safety and Health Administration requirements, as well as applicable Air Force regulations and Kirtland AFB requirements. The Proposed Action is not expected to result in adverse effects on the health of construction workers. To prevent serious injuries, construction workers would adhere to safety plan(s) and appropriate personal protective equipment would be used such as gloves, hard hats, hard-toed boots and hearing/eye protection.

A relatively low health risk to the agents and support staff in an office environment exists under normal operating conditions for the AOWC. The secure explosive storage containers would be used for storage of Hazard Class 1, Division 1, 3, and 4 materials. The quantity-distance for storage of these materials is well characterized and siting would be in accordance with all applicable criteria. Approximately 10,000 pounds of explosive are expected to be stored at the site, which falls within the permitted maximum.

Socioeconomics and Environmental Justice (EA § 3.13, pages 47-51): Implementation of the Proposed Action would result in negligible, beneficial impact on the regional economy due to the potential increase of 30 agents at the Center from the increase in payroll tax revenues, purchase of materials, and purchase of goods and services in the local area. Construction of the proposed Western Secure Transportation Center would employ workers for the duration of construction activities. It is expected these workers would be hired from the available labor pool in the project area, which could absorb this demand without negatively impacting labor availability.

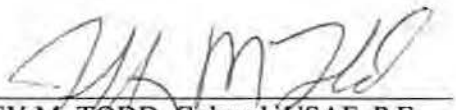
Implementation of the Proposed Action would have no impact on environmental justice or protection of children. Operation of the Western Secure Transportation Center would be located in a remote, secure location; therefore, no minority or youth populations would be disproportionately impacted by implementation of the Proposed Action.

PUBLIC REVIEW AND COMMENT

The NNSA EA and draft Air Force FONSI were made available for public review from April 7 to May 8, 2014, at the Central New Mexico Community College, Montoya Library, 4700 Morris NE, Albuquerque, New Mexico and San Pedro Library, 5600 Trumbull Avenue SE, Albuquerque, New Mexico and at web link http://www.kirtland.af.mil/. While no public comments were received, the following agencies provided input which has been incorporated into the final EA and FONSI. The New Mexico Environment Department identified permitting requirements for surface/ground water and petroleum storage tanks, which have been annotated in the appropriate sections within the EA and FONSI. The Mid-Region Council of Governments concurred with the environmental findings found in the EA and requested the Air Force consult with the City of Albuquerque Planning Department, the Bernalillo County Planning Department and the Isleta Pueblo. The Air Force sent letters to these organizations April 1, 2014, and received no comments. The State Historic Preservation Officer required Section 106 Consultation to be completed on the action which was accomplished on July 9, 2014, with a "no adverse effects" finding on registered and/or eligible historic properties (EA, Appendix B, pages B-10 to B-13). The Ysleta del Sur Pueblo stated that while the action would not adversely affect traditional, religious, or culturally significant sites of the Pueblo, should any human remains or artifacts be unearthed during excavation, the Tribe requests to be consulted as per their Pueblo's Culture Affliction Position Paper and Consultation policy.

FINDING OF NO SIGNIFICANT IMPACT

The Air Force has independently reviewed the NNSA EA and determined it is current and satisfies the Air Force EIAP regulations. Based upon my review of the facts and analyses contained in the EA, I find the Proposed Action allowing NNSA to consolidate their western command operations into a new complex at the existing AOWC and Training Facility on Kirtland AFB will not have a significant impact on the natural or human environment; therefore, an environmental impact statement is not required. This analysis fulfills the requirements of NEPA, the President's Council on Environmental Quality 40 C.F.R. §§ 1500-1508 and the Air Force EIAP regulations 32 C.F.R. § 989.



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23 Sep 2014
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ENVIRONMENTAL ASSESSMENT FOR OPERATIONS, UPGRADES, AND CONSOLIDATION AT THE WESTERN COMMAND SITE, NEW MEXICO

National Nuclear Security Administration
Office of Secure Transportation
P.O. Box 5400
Albuquerque, New Mexico 87185-5400

Cover Sheet

ENVIRONMENTAL ASSESSMENT FOR OPERATIONS, UPGRADES, AND CONSOLIDATION AT THE WESTERN COMMAND SITE, NEW MEXICO

Proposed Action: The Department of Energy (DOE) National Nuclear Security Administration (NNSA) proposes to construct and operate a consolidated Western Command facility at Kirtland Air Force Base (AFB).

Report Designation: Final Environmental Assessment (EA)

Responsible Agency: NNSA

Affected Location: Kirtland AFB, New Mexico

Abstract: To facilitate greater operational efficiency and cost-effectiveness the NNSA proposes to consolidate Western Command Operations into a new single complex at the Western Secure Transportation Center. The Agent Operation Western Command building, Vehicle Maintenance Facility (VMF), and the Mobile Equipment Maintenance Facility (MEMF) currently being used for federal agent operations are inadequate to support the operational mission of the Office of Secure Transportation (OST). Due to the inadequate condition of the current facilities, OST has a need to increase its vehicle maintenance capabilities. With all vehicle maintenance functions co-located with the Western Secure Transportation Center and expanded to simultaneously handle multiple vehicles, the time needed to generate each convoy would be significantly reduced.

The proposed site, the OST Driver Track at Kirtland AFB, is administered by the United States Air Force (USAF) and permitted to NNSA for use by the OST. Consolidation and facility construction on this permitted property is conditioned upon approval from the USAF through its realty process and funding through the NNSA budget process. Proposed new construction would entail a new agent operations building with parking lot; new VMF/MEMF with parking areas; OST communication depot; aboveground water tank; fuel station with wash rack; a Physical Training and Defensive Intermediate Use of Force Training (PT/IUF) or munitions office; warehouse; munitions storage site; a new OST headquarters office; and a visual screening wall. With consolidation of facilities at this property, the driver track would no longer be used.

The analysis in the EA will consider the Proposed Action and the No Action Alternative, and aids in determining whether a Finding of No Significant Impact (FONSI) can be prepared or whether an Environmental Impact Statement is needed.

Public Involvement: NNSA encourages public participation in the National Environmental Policy Act (NEPA) review process. NNSA invited comments on the Draft EA via e-mail, nepa@nnsa.doe.gov, mail or facsimile (505) 845-4239 marked attention to the NEPA Compliance Officer by the close of the comment period, 30 April 2012. The EA has been revised where appropriate to address additional USAF, state, and public comments. A copy of the NNSA public involvement materials can be found in Appendix A.

The USAF published a NOA for the Draft USAF FONSI in *The Albuquerque Journal* on 6 and 7 April 2014, initiating a 30-day public review period. At the closing of the public review period, no comments from the general public were received. Five responses from Tribal and Governmental agencies were received. A copy of these responses can be found in Appendix B.

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ABBREVIATION AND ACRONYM LIST

ACM	asbestos-containing material
AFB	Air Force Base
AMRGI	Albuquerque-Mid Rio Grande Intrastate
AOWC	Agent Operations Western Command
APE	area of potential effect
AQCB	Air Quality Control Board
AQCR	Air Quality Control Region
BMP	best management practice
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CO	carbon monoxide
CO_2	carbon dioxide
CO2e	Carbon Dioxide Equivalent
dB	decibels
dBA	A-weighted sound level measurements
DOD	Department of Defense
DOE	Department of Energy
EA	Environmental Assessment
ECM	earth covered magazine
EO	Executive Order
EOD	Explosive Ordnance Disposal
ES&H	Environmental, Safety, and Health
GWP	Global Warming Potential
HE	high explosives
IICEP	Interagency and Intergovernmental Coordination for Environmental Planning
MEMF	Mobile Electronic Maintenance Facility
MGD	million gallons per day
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NMAC	New Mexico Administrative Code
NMDGF	New Mexico Department of Game and Fish
NMED	New Mexico Environment Department
NNSA	National Nuclear Security Administration
NO_2	nitrogen dioxide
NOA	Notice of Availability
NO_x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
OTF	Operations and Training Facility
OST	Office of Secure Transportation
PM_{10}	particulate matter with an aerodynamic size less than or equal to 10 microns
$PM_{2.5}$	particulate matter with an aerodynamic size less than or equal to 2.5 microns
PPE	personal protective equipment
ppm	parts per million
PT/IUF	Physical Training and Defensive Intermediate Use of Force Training
QRP	Qualified Recycling Program
ROI	region of influence
SHPO	State Historic Preservation Officer
SNL/NM	Sandia National Laboratories/ New Mexico
SO_2	sulfur dioxide
SO_x	sulfur oxides
STA	Secure Transportation Asset
SWPPP	Storm Water Pollution Prevention Plan
tpy	tons per year
USAF	United States Air Force
U.S.C.	United States Code
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
VMF	Vehicle Maintenance Facility
$\mu g/m^3$	micrograms per cubic meter

1.0 PURPOSE AND NEED FOR AGENCY ACTION

This section establishes the purpose of the Proposed Action and the need to which the Department of Energy (DOE) National Nuclear Security Administration (NNSA) proposes to respond. Based on this purpose and need, reasonable alternatives (including the Proposed Action and No Action Alternative) are identified. These alternatives are described in Section 2.0 and their potential environmental effects are discussed in Section 3.0.

1.1 Background

The *National Environmental Policy Act* of 1969 (NEPA) requires federal agency officials to consider the environmental consequences of their proposed actions before decisions are made. In complying with NEPA, the DOE and NNSA follow the Council on Environmental Quality (CEQ) regulations (40 Code of Federal Regulations [CFR] 1500 – 1508) and DOE's NEPA implementing procedures (10 CFR 1021). Kirtland Air Force Base (AFB) is also required to consider U.S. Air Force (USAF) NEPA-implementing regulation (32 CFR 989), and Department of Defense (DOD) Instruction 4715.9, *Environmental Planning Analysis*. The purpose of this Environmental Assessment (EA) is to provide federal decision makers with sufficient evidence and analysis to determine whether to prepare an environmental impact statement or issue a Finding of No Significant Impact.

DOE has statutory responsibilities for nuclear weapons research and design, development of other energy technologies, and basic scientific research. NNSA is responsible for the management and security of the nation's nuclear weapons, nuclear non-proliferation, and naval reactor programs. It also responds to nuclear and radiological emergencies in the United States and abroad. Additionally, NNSA federal agents provide safe and secure transportation of nuclear weapons and components and special nuclear materials along with other missions supporting the national security. The Office of Secure Transportation (OST) is managed by the NNSA within the DOE. The mission of the OST is to provide safe and secure ground and air transportation of nuclear weapons, nuclear weapon components, and special nuclear materials, and also conduct other missions supporting the national security of the United States. OST operates a number of specialized vehicles and aircraft for safe and secure transportation of cargo. Highly trained OST federal agents escort these cargo shipments. The Western Command Operations, a part of OST, is responsible for planning and conducting mission operations and serves the entire United States.

OST was originally established under the DOE in 1975 to provide safe and secure movement and continual surveillance and accountability of government-owned special nuclear material, nuclear weapons, and weapon components throughout the United States, by way of DOE-owned and operated tractor trailers. Since that time, the OST has also been referred to as Transportation Safeguards Division and the Office of Transportation Safeguards.

There were originally three complexes in different areas of Kirtland AFB: The Albuquerque Courier Section, on DOE property in a fenced area within Sandia National Laboratories/New Mexico (SNL/NM) Tech Area-1; the Training Center and Annex in Coyote Canyon on land leased from the USAF; and the Administrative Offices and Secure Communications Center at the Albuquerque Operations Office (now known as the NNSA Albuquerque complex).

The property discussed for this Proposed Action was first permitted for use by OST in 1989 with a paved 1-mile loop driver training course. In 2004, the permit was renewed with the approval to construct a 23,000 Operations and Training facility. In 2007, the Albuquerque Courier Section moved from the SNL/NM Tech Area-1 property to the new Operations and Training Facility (OTF) on the driver track property and the facility was referred to as Agent Operations Western Command (AOWC). Agent operations have been conducted at that facility ever since. Under the conditions of the permit, OST is required to seek Air Force approval prior to the initiation of any construction activity. The NEPA approval is to be coordinated through both agencies, with the Air Force having final signature authority on the finding.

The Western Command Operations are currently located and conducted at several locations on Kirtland AFB in Albuquerque, New Mexico (Figure 1-1). Western Command Operations include activities at the AOWC, Vehicle Maintenance Facility (VMF), the Mobile Electronic Maintenance Facility (MEMF), and the OST communications depot. There are no nuclear materials stored at any OST facility.

Activities associated with the AOWC are mainly administrative and training related, and include pre- and post- staging mission-related activities consisting of vehicles and munitions movements three to four times per month. General activities that are conducted at the AOWC which are in direct support of the OST's long-term mission goals include (DOE 2011):

- Staff meetings
- Classroom instruction
- Other Office of Secure Transportation headquarters meetings
- General facility maintenance
- Classified discussions and data processing
- Video teleconferences
- Weapons training, cleaning, and maintenance
- Tactical team movements
- Munitions storage

The VMF and the MEMF are used in support of the AOWC activities. The VMF is used for routine and heavy maintenance as well as repair of all Secure Transportation Asset (STA) fleet vehicles. The activities performed at the VMF are similar to those activities performed at a local automotive service center or dealership. The MEMF provides technical support which includes: 1) maintain, repair, and modify mobile electronics and ground communications equipment; and 2) test and initialize electronic systems installed in new OST vehicles. The OST communications depot provides administrative, logistic, and technical support to MEMF, relay stations, and control centers as well as serving as the consolidated depot for OST electronic equipment. The current site of the VMF and MEMF is physically constrained. The site does not have adequate parking and circulation for the highly specialized transport and escort vehicles nor does it have room for expansion. Most of the functions performed on the STAs are classified or sensitive and require controlled access.

To facilitate greater operational efficiency and cost-effectiveness the NNSA proposes to consolidate Western Command Operations into a new single complex at the Western Secure Transportation Center. In addition, OST Munitions and OST Headquarters administrative

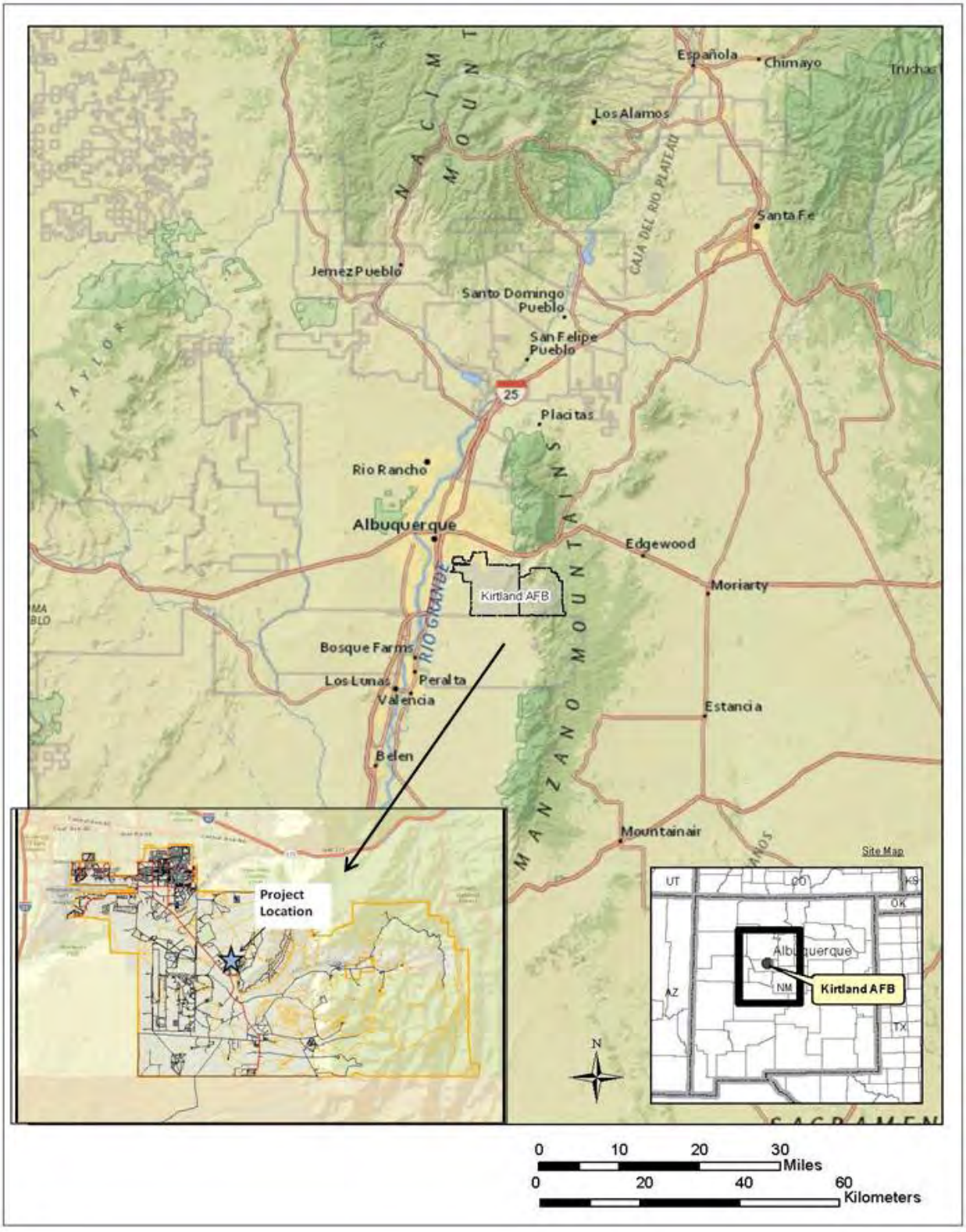


Figure 1-1. Western Command Operation, Kirtland Air Force Base, New Mexico

functions would be combined at this site. The proposed site is administered by the USAF and permitted to NNSA for use by the OST. With consolidation of facilities at this property, the driver track would no longer be used.

This EA has been prepared to assess the potential environmental consequences of construction and operations at the new consolidated facility and a No Action Alternative. The objectives of this EA are to: 1) describe the underlying purpose and need for NNSA action; 2) describe the Proposed Action and identify and describe any reasonable alternatives that satisfy the purpose and need for agency action; 3) describe baseline environmental conditions at the existing AOWC; 4) analyze the potential indirect, direct, and cumulative effects to the existing environment from implementation of the Proposed Action; and 5) compare the effects of the Proposed Action with the No Action Alternative and other reasonable alternatives.

For the purposes of compliance with NEPA, reasonable alternatives are identified as being those that meet NNSA's purpose and need for action by virtue of timeliness, suitability, and availability to OST. The EA process provides NNSA with environmental information that can be used in developing mitigation actions, if necessary, to minimize or avoid potential adverse effects to the quality of the human environment and natural ecosystems should NNSA decide to proceed with the Proposed Action of constructing and operating a consolidated Western Secure Transportation Center at Kirtland AFB. Ultimately, the goal of NEPA, and this EA, is to aid NNSA/USAF officials in making decisions based on an understanding of environmental consequences.

1.2 Purpose and Need

The purpose and need for agency action is to enhance efficiency and cost-effectiveness of Western Command Operations; minimize the need to drive trucks and support vehicles to multiple locations to support single transportation campaigns and overall maintenance activities; and integrate training operations and administrative responsibilities as effectively as practicable. The AOWC building currently being used for federal agent operations is inadequate to support the operational mission of the OST. The building was never designed for a fully staffed operational agent facility of up to 150 agents and 30 staff; it was built in 2007 as a temporary location, projected for 4 years of use, for training and agent operations until Albuquerque Transportation and Technical Center at Mesa del Sol was completed. The Albuquerque Transportation and Technical Center project was cancelled in approximately 2010. Today the facility is constantly being reconfigured to accommodate a growing staff.

The existingVMF and MEMF, collectively known as the Vehicle and Electronic Maintenance buildings, located on SNL/NM property are not adequately sized for current OST operations and future growth. The current VMF building was built in 1951, consists of five escort vehicle and three trailer maintenance bays, and is surrounded by neighboring properties with no room to expand. The MEMF is a single-bay building. The quantity of maintenance bays limits the amount of vehicles that can be worked on at any one time. In addition to a shortage of maintenance bay space, there is limited parking and vehicle maneuvering space with no room on the property to expand. OST has an immediate mission need to increase its vehicle maintenance capabilities. The present site would not accommodate the expansion required to meet the Nation's current and future secure transportation requirements. The continued use of the existing

VMF and MEMF, or extensive upgrades in their current location, cannot reasonably meet projected future needs associated with OST agents and vehicles. With all vehicle maintenance functions co-located at the proposed Western Secure Transportation Center and expanded to simultaneously handle multiple vehicles, the time needed to generate each convoy would be significantly reduced. The OST communications depot operations are currently conducted at the NC-135 site. Pursuant to USAF communications this property must be vacated and buildings demolished by 2014, and the land would then be returned to the USAF.

1.3 Environmental Laws, Regulations, and Executive Orders

To comply with NEPA (Public Law 91-190, 42 United States Code [U.S.C.] Section 4321 et seq.), the planning and decision making process involves a study of other relevant environmental laws, regulations, and Executive Orders (EOs). The NEPA process does not replace procedural or substantive requirements of other environmental laws; it addresses them collectively in an analysis, which enables decision makers to have a comprehensive view of major environmental issues and requirements associated with the Proposed Action. According to CEQ regulations, the requirements of NEPA must be integrated "with other planning and environmental review procedures required by law or by agency practice so that all such procedures run concurrently rather than consecutively" (40 CFR 1500.2).

As required in 40 CFR 1500.2(c), this EA contains a list of federal permits, licenses, and coordination that might be required in implementing the Proposed Action or alternatives (Table 1-1).

Table 1-1. List of Coordination and Permits Associated with the Proposed Action

Agency	Permit/Approval/Condition
Albuquerque Environmental Health Department	• Fugitive Dust Permit
U.S. Environmental Protection Agency	• General Permit for Construction Activities • National Pollutant Discharge Elimination System (NPDES) permit
Albuquerque Environmental Health Department	• Air Quality Permit
Kirtland AFB	• Digging permit
U.S. Fish & Wildlife Services	• Coordination for threatened and endangered species, Endangered Species Act Section 7 consultation
State Historic Preservation Office-New Mexico	• Coordination for cultural resources consultation under National Historic Preservation Act Section 106

1.4 Interagency, Intergovernmental Coordination and Public Involvement

NEPA requirements help ensure that environmental information is made available to the public during the decision making process and prior to actions being taken. The premise of NEPA is that the quality of federal decisions would be enhanced if proponents provide information to the public and involve the public in the planning process. The Intergovernmental Coordination Act and EO 12372, *Intergovernmental Review of Federal Programs*, require federal agencies to

cooperate with and consider state and local views in implementing a federal proposal. Air Force Instruction (AFI) 32-7060, *Interagency and Intergovernmental Coordination for Environmental Planning (IICEP)*, requires the USAF to implement an agency coordination process, which is used for the purpose of facilitating and receiving agency input coordination and implements scoping requirements.

NNSA encourages involvement in the NEPA process. The Draft EA was released for public review and comment on1 April 2012. A Notice of Availability (NOA) was placed in the *Albuquerque Journal* on 1 and 8 April 2012. The Draft EA was available for public review during the comment period at public reading rooms: Central New Mexico Community College Montoya Campus, 4700 Morris NE, Albuquerque, New Mexico; Zimmerman Library, University of New Mexico Campus, Albuquerque, New Mexico; and Kirtland AFB Library, Building 20204, Kirtland AFB, New Mexico. The Draft EA was also posted on NNSA's and DOE's websites. The public was invited to provide oral, written, or e-mail comments on the Draft EA to NNSA by the close of the comment period on 30 April 2012. The Draft EA was coordinated with the Kirtland AFB environmental program managers. Copies of the Draft EA were also distributed to the state of New Mexico and the Pueblo of Isleta.

Comments on the Draft EA received by the close of the comment period were considered in preparing the EA for the Proposed Action. NNSA initially determined that, because impacts to infrastructure, socioeconomics, and cultural resources would be negligible, detailed analysis of impacts in these areas would not be required. However, a commenter from Kirtland AFB requested that more information in these areas be provided. In response to this request, NNSA added sections on infrastructure, socioeconomics, and cultural resources, and removed these subjects from the list of resources considered but not analyzed in detail. This EA has been revised where appropriate to address additional USAF, state, and public comments. All NNSA IICEP and public involvement materials related to this EA are included in Appendix A.

Through the IICEP process, Kirtland AFB provided the Draft EA to relevant federal, state, and local agencies to share the analyses of the Proposed Action and alternatives and provide them sufficient time to make known their environmental concerns specific to this action. The IICEP process also provides Kirtland AFB the opportunity to cooperate with and consider state and local views in implementing the federal proposal. Native American tribes were also notified of the Proposed Action and provided an opportunity to comment on the Proposed Action. All IICEP, tribal consultation, and public involvement materials related to USAF's adoption of this EA are included in Appendix B**.**

The USAF published a NOA for the Draft FONSI and Notice of Intent to Adopt the DOE/NNSA EA for Operations, Upgrades, and Consolidation at the Western Command Site, New Mexico in *The Albuquerque Journal* on 6 and 7 April 2014. The publication of the NOA initiated a 30-day review period. At the closing of the public review period, no comments from the general public were received. Three responses from government agencies (Mid-Regional Council of Governments, New Mexico Environment Department [NMED], and the State Historic Preservation Officer [SHPO]) were received. Two responses from Tribal Nations (Hopi and Ysleta del Sur) were also received. These comments were incorporated into the analysis of potential environmental impacts performed as part of this EA, where applicable. A copy of the four responses can be found in Appendix B.

2.0 PROPOSED ACTION AND ALTERNATIVES

NEPA and implementing regulations including those issued by the CEQ (40 CFR 1500 – 1508) and the DOE (10 CFR 1021) require that, as a federal agency, NNSA assess the potential environmental impacts of proposed activities affecting the human environment, as well as those of reasonable alternatives. The Proposed Action and No Action Alternative were subjected to detailed analysis for the purpose of this EA. Several alternative site locations were also considered but not subjected to detailed analysis; these are discussed in Section 2.4.

2.1 Current Facilities and Operations

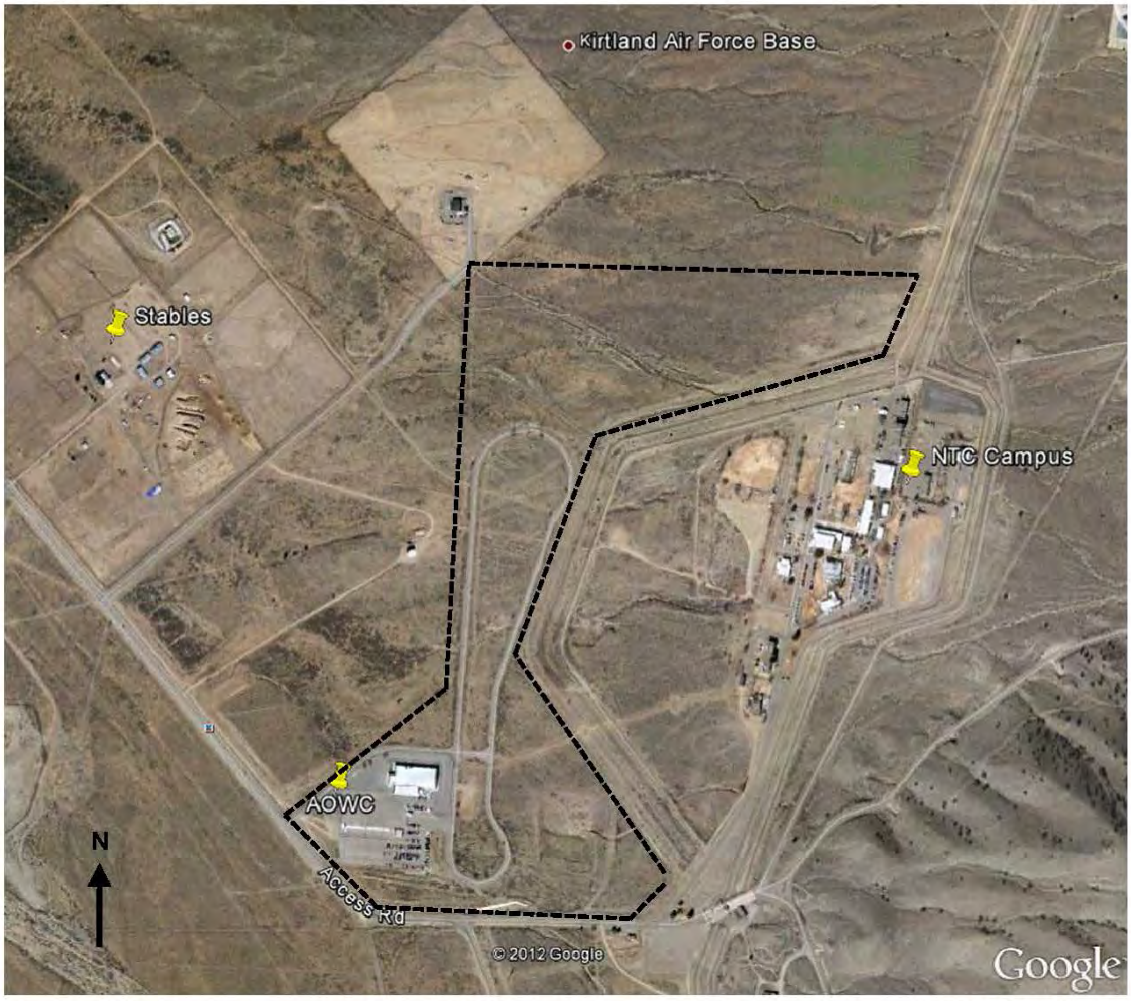
The OST Driver Track area, utilized by OST under a land use permit granted by Kirtland AFB in 1989, currently contains a 1-mile loop driver track and a 4-acre secured, limited access area for the AOWC. The 104-acre permitted area is fairly isolated and is located on the north side of Pennsylvania Street between the Kirtland AFB horse stables and the National Training Center (Figure 2-1).

The AOWC is used by OST to plan and conduct mission operations and consists of one administrative building (Building 30968) and one Pro Force guard post building (Building 30969). The current 25,000-square-foot, prefabricated AOWC provides an operational facility for a total of 110 federal and contract personnel, including site security. Thirty of the 110 employees (federal and contractor) reside at the facility full time. An additional 10 to 15 people can be expected to visit the facility throughout the week. There are two conference rooms which support weekly meetings with up to 100 personnel attending (DOE 2011). A weapons armory and a weapons cleaning room are utilized on a daily basis for the issuance of live fire weapons and/or training weapons, and for weapons cleaning. Building 30969 is a brick building with approximately 400 square feet of floor space.

The federal agent staff at Western Command is typically on travel every other week. On a non-travel week 80 agents can arrive on site at approximately 0800 until 1300 at which time they travel off Kirtland AFB for physical training. During a 'travel week' the command may have 10 to 15 agents performing various types of training between the hours of 0800 and 1300. The remainder of the agent staff is on travel, but their personal vehicles stay parked at the command parking area until their return.

A total of 15 non-operational vehicles (passenger vans and light trucks) are currently onsite. There are 18 tractor/trailer parking spaces, referred to as the ready line, with 110 Watt/208 Volt connectors per space at the south end of the limited access area. The current AOWC generates minimal hazardous wastes and current activities do not require air or water discharge permits (DOE 2011).

The 4-acre secured, limited access area includes three small ammunitions magazines which accommodate approximately 750 pounds of net explosive weight consisting of 1.1E/D, 1.3G and 1.4G/S/D/C/B munitions. Explosives are classified based on their reactions to specific initiating influences and their storage compatibility and are discussed in Table 2-1.



Source: NNSA 2012

AOWC Agent Operations Western Command
NNSA National Nuclear Security Administration
NTC National Training Center

0 1000 2000

Scale in Feet (approximate)

Driver Track Permitted Area

7

Figure 2-1. Current AOWC Location and Proposed Western Secure Transportation Center Location all within the boundaries of Kirtland Air Force Base

Table 2-1. Explosive Classification and Storage Compatibility of Munitions to be Stored under the Proposed Action[a]

Explosive Classification		Storage Compatibility Classification	
1.1	Mass detonating	Group D	High explosives (HE) and devices containing explosives without their own means of initiation and without a propelling charge, or articles containing a primary explosives substance and containing two or more effective protective features.
		Group E	Explosives devices without their own means of initiation and with propelling charge
1.2.2	Non-mass explosion, fragment producing with NEWQD ≤ 1.6 pounds	Group G	Pyrotechnic materials and devices containing pyrotechnic materials.
1.3	Mass fire hazard; minor blast or fragment	Group G	Pyrotechnic materials and devices containing pyrotechnic materials.
1.4	Moderate fire, no significant blast or fragment	Group B	Detonators and similar initiating devices
		Group C	Bulk propellants, propellant charges, and devices containing propellant with or without their own means of initiation.
		Group D	HE and devices containing explosives without their own means of initiation and without a propelling charge, or articles containing a primary explosives substance and containing two or more effective protective features.
		Group G	Pyrotechnic materials and devices containing pyrotechnic materials.
		Group S	Explosives, explosive devices, or ammunition presenting no significant hazard.

[a] Source: DOE 2006

All vehicle and electronics maintenance is currently conducted at another location within Kirtland AFB on DOE-owned property, 5 miles from the current AOWC (Figure 2-2). All OST convoys start with a full pre-trip mechanical and electronic inspection of each convoy vehicle. Specialized and secure maintenance and repair activities also include scheduled, pre/post-trip and emergency service to the OST's entire STA vehicle fleet. The MEMF provides electronic technical support to OST and currently has seven employees. The VMF provides vehicle maintenance for the OST fleet with 14 technicians and 5 support staff. Approximately 357 vehicles are used during OST mission trips per year. Vehicles are staged at AOWC until they are scheduled for maintenance, at which time OST employees drive to AOWC to pick up the vehicles. Movement of vehicles between the VMF and AOWC are scheduled for periods of low traffic flow when practicable. However, traffic and pedestrian congestion often make it difficult to move vehicles in and out of the VMF facility on Frost Avenue.

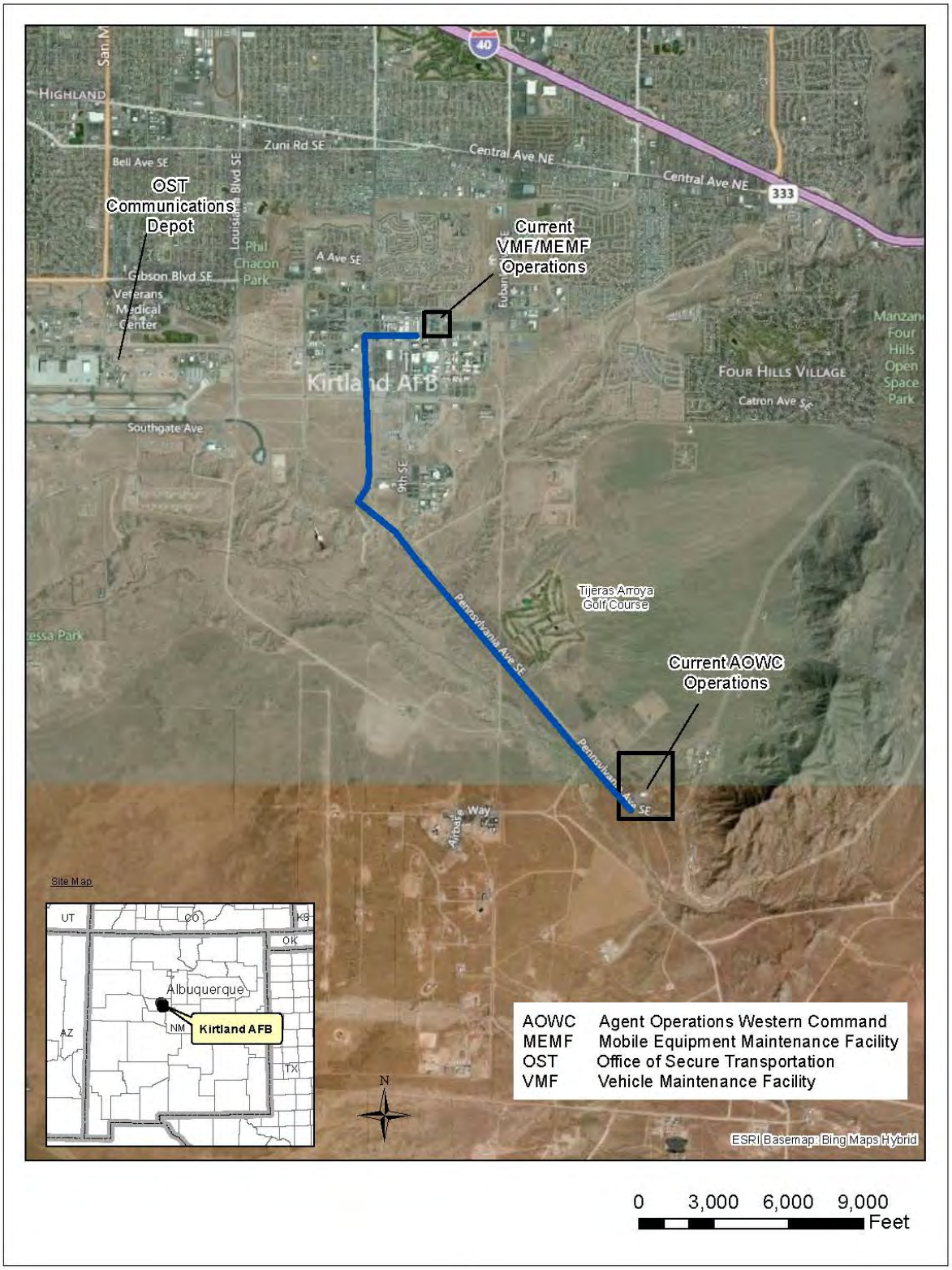


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Figure 2-2. VMF/MEMF and AOWC Current Site Locations

Hazardous materials are stored and used at both sites. The VMF stores solvents, greases, brake cleaners, paint, and lubes for conducting maintenance. Tanks located on the VMF site include, E85 fuel (2,000 gallons), biodiesel (500 gallons), new oil tank (500 gallons), and used oil tank (500 gallons). Approximately 500 gallons of oil is removed every 2 months from the site and recycled. An oil/water separator for the truck wash area is emptied at the facility twice per year. The MEMF stores minimal hazardous waste substances which include: epoxy, glue sticks, batteries, ice melt, white board markers, solder, and spray paint. Every 6 months to 1 year, aerosol cans and one 5-gallon pail of NiCad nickel hydride and lithium batteries are removed from the site as hazardous waste.

2.2 Proposed Action – Consolidation of Existing Western Command Operations

In accordance with 32 CFR Part 989.8(c), site selection criteria was developed to identify, compare, and evaluate all reasonable alternatives. The following site selection criteria were used:

- Allow for Munitions Storage: The site must allow for munitions storage to accommodate the mission requirements (at least 7.5 acres with a 700-foot clear zone from other buildings and structures).
- Operational Security: The site must provide adequate operational security to be able to safely operate mission activities. The area should be secured from public view and access.
- Adequate Space: The site must provide adequate space to accommodate all mission facilities in one location and allow for safe maneuvering of mission vehicles (at least 20 acres for the primary agent building and vehicle maintenance and at least 7.5 acres with a 700-foot clear zone for munitions storage at the same location).

To facilitate greater operational efficiency and cost-effectiveness, the NNSA proposes to consolidate Western Command Operations, currently conducted at several locations on Kirtland AFB located in Albuquerque, New Mexico, into a single new complex near the existing AOWC, called the Western Secure Transportation Center. The buildings the NNSA are vacating would probably be reused for other purposes or demolished; however, no proposal has been made regarding the future disposition of these buildings. All OST convoys need a full pre- and post-trip mechanical and electronic inspection of each convoy vehicle. With all vehicle maintenance functions co-located within the new Western Secure Transportation Center and expanded to simultaneously handle multiple vehicles, the time needed to generate each convoy would be significantly reduced. Consolidating operations would eliminate redundant security requirements and would also greatly reduce traffic on Frost Avenue taking vehicles back and forth between maintenance and operations. Details of the Proposed Action construction, operations, and consolidation activities are described below. Environmental contributions from construction and operation activities associated with the Proposed Action are summarized in Table 2-2.

2.2.1 Proposed Action Construction Activities

The proposed Western Secure Transportation Center would consolidate all agent operations, training, and vehicle maintenance in one location as well as provide space for the OST munitions organization, headquarters administrative functions, and emergency operations as needed.

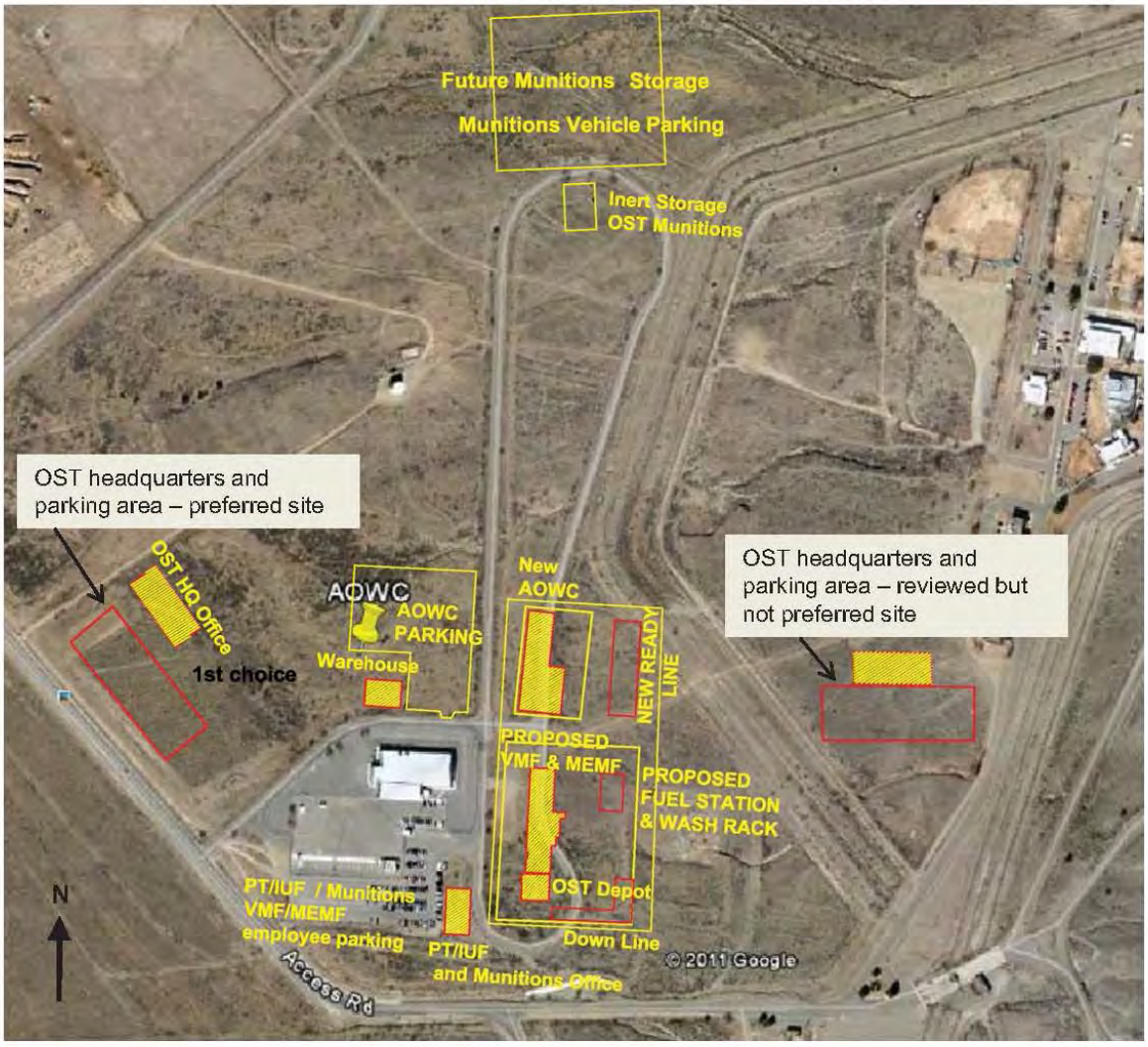
Table 2-2. Potential Environmental Contributions from the Proposed Action Per Year

Resource Category	Construction Contribution	Operation Contribution
Air Quality	4.2 tons carbon monoxide (CO)	0.52 ton CO (from additional diesel emergency generators)
Hazardous Waste	None	3,000 gallons petroleum products recycled 60 gallons of spent solvents 440 gallons of solvent contaminated solids
Small-Arms Ammunition Waste	None	10 pounds lead

Consolidation and facility construction on this permitted property is conditioned upon approval from the USAF through its realty process and funding through the NNSA budget process. Implementation of the individual elements of the Proposed Action would be dependent upon the availability of funds. For purposes of analysis, all proposed construction takes place within a 1-year time period. Construction of the entire Western Secure Transportation Center would mainly be limited to daylight hours, and would be phased over several years. Concrete and/or asphalt would be trucked in from off-site. Proposed new construction would include the following (Figure 2-3):

- Limited access area with an agent operations building, parking lot, VMF/MEMF with parking areas, OST communications depot, aboveground water tank, and fuel station with wash rack
- OST headquarters office and warehouse
- Munitions storage site
- Physical Training and Defensive Intermediate Use of Force Training (PT/IUF) or munitions office
- Visual screening wall

Limited access area. An area with controlled access east of the existing AOWC facility would be entirely fenced with 12-foot-high chainlink and paved with concrete. This limited access area would contain a single-story, 27,000-square-foot agent operations facility; a 37,000-square foot VMF/MEMF; and a 5,000-square-foot communications depot. A new ready line and downline would also be contained within the limited access area for vehicle staging and would be equipped with 208-volt electrical hookups. Out of the 33 acres of total disturbed land, the expanded limited access area for agent operations and vehicle maintenance would require a total of approximately 12.5 acres of land to accommodate the buildings, wash rack, fuel station, vehicle parking, and vehicle circulation. The fuel station would contain one aboveground sectioned storage tank, double walled, which would contain 10,000 gallons of diesel fuel and 2,000 gallons of unleaded gasoline. Access to installation roads is required for OST convoys to travel to and from the site and would be available via Pennsylvania Street. Once a new agent operations facility is built, the existing AOWC/OTF would be vacated for other operational uses. There is an existing classified office and conference space that can be used for emergency command operations when needed. OST munitions personnel that currently reside in Manzano Canyon would likely move to this vacated office space.



Source: NNSA 2012

AOWC	Agent Operations Western Command
HQ	Headquarters
MEMF	Mobile Equipment Maintenance Facility
NNSA	National Nuclear Security Administration
NTC	National Training Center
OST	Office of Secure Transportation
PT/IUF	Physical Training and Defensive Intermediate Use of Force Training
VMF	Vehicle Maintenance Facility

0 500 1000

Scale in Feet (approximate)

12

Figure 2-3. Proposed Western Secure Transportation Center Site Layout

OST headquarters office and warehouse. A new administrative OST headquarters office (3 stories totaling 75,000 square feet with a 25,000-square-foot footprint) and 87,440 square feet of parking would be built to the northwest of the existing AOWC facility. To the north of the existing AOWC/OTF, a 10,500-square-foot warehouse would be constructed to store OST agent training materials, excess furniture and personal property, office supplies, and information technology supplies. The warehouse would also contain a small office area and conference room. A 3.4-acre parking area would be located east of the warehouse.

Munitions storage site. Increased munitions storage would be required and would consist of a fenced area up to 300,000 square feet. The munitions storage area would house six aboveground secured explosives storage magazines (five 20-foot by 8-foot magazines and one 11-foot by 7-foot), one 20-foot by 12-foot by 10-foot earth covered magazine (ECM), and a 100-foot by 200-foot remain overnight explosives loaded government vehicle parking pad. A 100-foot by 150-foot inert equipment storage gravel pad may be constructed inside the Northern Loop of the driver track road. A small pavilion with overhead cover and table shall be included in the area. Lightning protection systems are required for the six secure explosive storage magazines and the explosives-loaded truck parking pad. Area security lighting is required. To meet the minimum distance requirements from occupied buildings of approximately 700 feet, the explosive storage magazines would be located north of the proposed new agent command facility (see Figure 2-3). The current paved driver track road could be used for access to the munitions storage area.

Physical Training and Defensive Intermediate Use of Force Training. OST is currently exploring options for building space to be used for federal agent PT/IUF, so agents would no longer have to train off-site. If adequate space is not available at the current AOWC/OTF building after meeting the needs of the munitions department, an additional small 1-story building may be built. Conceptual plans for this building are still being developed, but it is currently proposed as a 12,000-square-foot high bay 1-story building which includes gym space for fitness equipment, physical training space with a mat for PT/IUF training, locker room and showers, and space for 11 closed door offices as well as a classroom.

Visual screening wall. If required by the USAF, visual screening may be used to limit the visibility of the trucks stationed at the ready line from Pennsylvania Street. The majority of the concrete wall (approximately 1,300 feet) would be 8-feet high; however, portions (305 feet) of the wall at the south west corner of the permit boundary would extend 9 to 10 feet in height.

2.2.2 Proposed Action Operations

The primary role of the agent operations facility is to support the operational duties of the federal agents based at this facility. These federal agents are responsible for the daily safeguard and transport of nuclear weapons, components, test assemblies, and strategic quantities of weapons grade special nuclear material up to and including Secret Restricted Data. The new agent command facility would consist of a suite of administrative offices, briefing rooms, an agent common area, supply storage, equipment issue, and agent locker area for storage of tactical gear as well as a covered drive through area for vehicle loading and unloading. In the near future, the facility could support an additional 30 federal agents bringing the total agent capacity to 120, with a support staff of 30 personnel bringing the total occupancy to 150. With federal budget cuts, NNSA may be unable to fill openings with new hires. Up to 15 security personnel would be

employed at the site for monitoring and securing the limited access area 24 hours per day, 7 days per week. The nature of operations would remain the same as in the current facility; however, the layout of the building would be more efficient, and would provide room for growth of personnel.

The new agent operations facility would have its own dedicated parking area north of the existing AOWC building. Agents conduct their operations 24 hours per day, 7 days per week and may come and go from the facility at any given time. Agent personal vehicles would be parked in a segregated area of the newly constructed parking lot. Up to 50 additional agents from other commands would visit the AOWC for a minimum of 1 day every 2 weeks.

During the typical work week, 36 daytime, administrative personnel and 2 to 4 maintenance personnel are expected at the agent operations facility site daily. An additional 10 to 15 people would typically visit the facility throughout the week. The headquarters building would serve up to 200 personnel, for administrative functions, working a standard Monday through Friday schedule. Approximately 20 personnel may work alternate shifts for operations 24 hours per day, 7 days per week.

The new VMF/MEMF would be used for specialized and secure maintenance and repair including scheduled, pre/post-trip and emergency service to the OST's entire STA vehicle fleet. The VMF/MEMF would house the high bay garage spaces, offices, storage facilities, and workspace needed to maintain and repair OST's specialized convoy vehicles. The project would also include a communications depot, vehicle wash facility, a fueling station, exterior space to accommodate secure vehicle parking, and storage. Both would have high bay work areas to accommodate the large tractor-trailers and specialized vehicles used by OST. The proposed ready line is where OST vehicles would be staged prior to mission use. The down line is where vehicles would be staged after use, awaiting maintenance. In addition to the current activities in the MEMF, work activities would include the OST communications depot and maintenance and testing.

The VMF/MEMF would have approximately 26 full-time employees working a standard workweek schedule with frequent overtime on weekends when needed. The communications depot would have nine full-time employees. VMF/MEMF employees would park in the existing OTF parking. At any given time, 15 to 20 vehicles may be parked at the ready line.

Operations at the PT/IUF building would require 11 full-time OST training personnel. These employees currently reside in the OTF building at Western Command and would relocate to the training building if a new building is constructed. All agents that are not on mission status would train at the PT/IUF building at least 3 hours daily (Monday through Friday) rather than using an off-site gym.

Nine full-time munitions personnel would work a Monday through Friday schedule with frequent overtime on weekends when needed. Munitions vehicles would park under the existing awning at the OTF building and transport munitions to the airport for OST missions when needed**.** Munitions would be stored in secured magazines at the north end of the existing driver track and are estimated to be 10,000 pounds total (see Figure 2-3).

2.3 No Action Alternative

The CEQ Regulations implementing NEPA require that a No Action alternative be evaluated (40 CFR 1502.14). The No Action Alternative is analyzed to provide a baseline of the existing conditions against which the potential environmental, social, and economic impacts of the Proposed Action and alternative actions can be compared. Under the No Action Alternative, the current Western Command Operations would not be consolidated, and the additional structures would not be constructed at the existing OTF.

2.4 Alternatives Considered But Not Analyzed In Detail

Three alternative sites were considered and eliminated from further analysis based on the sites failing to meet the project objectives. The alternative sites considered, but eliminated are discussed in more detail below.

2.4.1 DOE Eubank South Plot

This DOE-owned property is located off of Kirtland AFB, west of Eubank Boulevard and east of the Kirtland AFB housing area. The area is 20 acres, surrounded by other developed properties, and has limited space for growth and vehicle maneuvering. This site could not hold all of munitions storage for operations and would result in logistical inefficiencies of having to transport munitions back and forth from different properties. Consequently, this alternative would not meet the purpose or need for agency action and was not analyzed in detail.

2.4.2 DOE Eubank North Plot

The North Plot is a DOE-owned piece of property, with no current identified use. The property is located off-base, south of the National Museum of Nuclear Science and History, which is open to the public and could potentially pose operational security problems. The site is only 20 acres in size and would limit future growth and has the same logistical constraints concerning munitions storage as the South Plot. Consequently, this alternative would not meet the purpose or need for agency action and was not analyzed in detail.

2.4.3 DOE Sandia National Laboratories Tech Area II

This DOE-owned property is located on Kirtland AFB. The site is an environmental restoration site with long-term monitoring wells and SNL/NM is in the process of cleaning up the site. The new Western Secure Transportation Center requires a large area of open space for the current design and truck maneuverability which is not available at Tech Area II; therefore, this alternative would not meet the need for agency action and was not analyzed in detail.

2.5 Summary of Environmental Impacts

Table 2-3 provides an overview of potential impacts associated with the Proposed Action and the No Action Alternative broken down by resource area. Section 3 of this EA addresses these impacts in more detail.

Table 2-3. Environmental Impacts of Implementing the Proposed Action or No Action Alternative

Resource Area	Impacts of the Proposed Action	Impacts of the No Action Alternative
Air Quality	Under the Proposed Action, construction activities would result in emissions of approximately 4.2 tons of CO during a 1-year period of construction. The CO emissions during construction would be substantially below the 100 tons per year threshold; therefore, a conformity analysis is not required. It is anticipated that operations conducted under the Proposed Action would result in emissions slightly greater than current emissions due to additional diesel emergency generators. A decrease of approximately 6.8 metric tons of greenhouse gases would occur during operations under the Proposed Action due to elimination of the need to drive the vehicle fleet of 357 trucks between the existing AOWC/OTF and the VMF.	Under the No Action Alternative, NNSA would not construct the proposed buildings, which would result in the continuation of the existing condition. Therefore, no direct or indirect environmental effects are expected on local or regional air quality from implementation of the No Action Alternative. A reduction in greenhouse gas emissions would not be realized under the No Action Alternative as trucks would continue to travel between the AOWC and the VMF.
Geology, Topography, and Soil	Under the Proposed Action, minor impacts on geological resources or soils are expected. The construction of the Western Secure Transportation Center would occur predominantly on 27.5 acres of previously disturbed land. A portion of the munitions storage area (6.3 acres) would encompass land that has not been previously disturbed. Of the 104 acres permitted in the Driver Track Area, approximately 32 percent of the area would be disturbed during construction. Through the use of BMPs, the impacts of construction activities on soils would be localized and negligible.	Under the No Action Alternative, the buildings proposed for construction at the OST Driver Track would not be constructed and existing conditions would remain. No effects on geological resources or soils would occur.
Water Resources and Floodplains	Implementation of the Proposed Action would disturb over 33 acres of land with potential additional disturbance to land for staging and construction activities. Facility siting would avoid interrupting natural and existing surface water drainages. A construction permit, with the required erosion control plan and a SWPPP would be obtained prior to construction. The sediment and erosion control plan and SWPPP would identify BMPs to reduce erosion and runoff from construction of the proposed facility. In addition, construction personnel would be required to follow appropriate BMPs to protect against potential petroleum or hazardous material spills. Therefore, short-term and long-term, adverse effects on surface waters would be negligible. The Proposed Action site is outside of the Tijeras Arroyo and Arroyo del Coyote 100-year floodplains; therefore, no impacts on floodplains are expected.	Under the No Action Alternative, construction activities would not take place and there would be no changes to current water resources. Therefore, no new impacts on water resources or floodplains would occur as a result of the No Action Alternative.

Resource Area	Impacts of the Proposed Action	Impacts of the No Action Alternative
Biological Resources	Minimal short-term impacts to wildlife would result from disturbance from construction of the new facilities under the Proposed Action. No federal or state-listed threatened or endangered species are known to inhabit the project area. However, a biological survey would be conducted within 2 weeks prior to any clearing, grading, excavation, or other associated ground-disturbing activities to identify prairie dog colonies and burrowing owls. If burrowing owls are present, construction activities would only commence after the owls have migrated from the area (that is, October 15 to March 15). No wetlands are located on the proposed project sites. Therefore, impacts on biological resources would be negligible.	Under the No Action Alternative, the new Western Secure Transportation Center would not be constructed and no changes or impacts would occur to biological resources.
Cultural Resources	No archaeological sites have been identified within the area of potential effect of the Proposed Action, nor are any sites located within 1 mile of the Proposed Action site; therefore, no impacts to cultural resources would be expected from the construction and operation of the Western Secure Transportation Center. The NC-135 building which will be demolished in the future, is a modular building less than 10 years old, and is therefore, not eligible for historic designation.	Under the No Action Alternative, the Western Secure Transportation Center would not be constructed and the OST operations would not be consolidated; therefore, no impacts on cultural resources would occur.
Noise	Noise generation from implementation of the Proposed Action would last only for the duration of construction activities and would be isolated to normal working hours. Consequently, construction activities at the OST Driver Track would result in short-term impacts on the noise environment; however, these impacts would be negligible.	Under the No Action Alternative, the Proposed Action would not be implemented. There would not be an increase in construction activities, or vehicle operations; consequently, the ambient noise environment would not change from existing conditions.
Hazardous Materials and Waste Management	No adverse impacts on hazardous materials, ERP sites and waste management are expected from implementation of the Proposed Action.	Under the No Action Alternative, no effects on hazardous materials, ERP sites or waste management are expected.
Transportation	Co-location of the VMF and the AOWC would provide beneficial impacts by eliminating the need for 357 vehicles traveling on the roadways, some of which are congested. Although there could be an increase of approximately 30 agents at the Western Secure Transportation Center, this impact to transportation would be minor.	Under the No Action Alternative, vehicles would continue to travel between the VMF and AOWC, and congestion of the roads would likely continue.
Infrastructure	Utilities, consisting of natural gas, electricity, sanitary sewer, and water, are supplied to DOE facilities through the Kirtland AFB infrastructure to the current OST facilities. These same resources would be used under the Proposed Action for the consolidated Western Secure Transportation Center; however, modern facilities would likely reduce utility usage from the current levels as required by EO 13514. Impacts to solid waste are not expected from the Proposed Action.	Under the No Action Alternative continuation of inefficiencies in heating, cooling, ventilating, and electricity would occur in the current VMF/MEMF. Therefore, less than significant adverse impacts on infrastructure and utilities would be expected from the No Action Alternative.
Safety and Occupational Health	Implementation of the Proposed Action would slightly increase the health and safety risk to contractors performing construction work at the project site.	There would be no new or additional impact to safety or occupational health from the No Action

Resource Area	Impacts of the Proposed Action	Impacts of the No Action Alternative
	However, the use of the proposed Western Secure Transportation Center would improve the health and safety of OST personnel, resulting in long-term, beneficial impacts.	Alternative.
Socioeconomics and Environmental Justice	Changes to the existing socioeconomic baseline conditions in Albuquerque and Bernalillo County would be negligible as a result of the Proposed Action. It is expected that construction workers would be hired from the available labor pool in the project area, which could absorb this demand without negatively impacting labor availability. Indirect beneficial impacts would result from the increase in payroll tax revenues, purchase of materials, and purchase of goods and services in the area. No minority or youth populations would be disproportionately impacted by the Proposed Action.	Under the No Action Alternative, no impacts to socioeconomics and environmental justice are expected.

AOWC/OTF	Agent Operations Western Command/Operations and Training Facility
OST	Office of Secure Transportation
BMPs	best management practices
SWPPP	Storm Water Pollution Prevention Plan
CO	carbon monoxide
VMF	Vehicle Maintenance Facility
NNSA	National Nuclear Security Administration

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3.0 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

This chapter discusses the local environment that would be affected by the Proposed Action and alternatives and potential environmental consequences. For purposes of analysis only, all construction would occur within a one-year period. In reality, the Proposed Action would occur over time and under conditions set forth by Kirtland AFB as previously stated in Section 2.2.1.

3.1 Regional Setting

The region of influence is the land in and around the OST Driver Track contained within Kirtland AFB. Kirtland AFB is in the southwestern portion of Bernalillo County, New Mexico. It is bounded on the west and north by the city of Albuquerque, on the northeast and east by the Cibola National Forest, and on the south by Isleta Pueblo (KAFB 2011a).

3.2 Resources Considered but not Analyzed in Detail

Consistent with NEPA implementing regulations and guidance, NNSA focuses the analysis in an EA on topics with the greatest potential for environmental impacts. This sliding-scale approach is consistent with NEPA (40 CFR 1502.2[b]), under which impacts, issues, and related regulatory requirements are investigated and addressed with a degree of effort commensurate with their importance. Taking a hard look at the relevant environmental issues, NNSA concluded that the proposed project is not expected to have any measurable effects on the resources listed in Table 3-1 and did not carry them forward for detailed description and analysis.

Table 3-1. Categories of Environmental Consequences Not Analyzed in Detail

Category	Rationale
Aesthetics and Visual Resources	The Proposed Action area is located in a fairly isolated area of Kirtland AFB where OST operations are already being conducted.
Land Use	The land is Air Force Fee permitted to DOE. The land use map designation is developable open space/buffer zone (KAFB 2011a). The Proposed Action would not alter the current land use of the permitted area and similar operations, on a smaller scale, are already conducted at the site.
Radiological	Construction and operation of the proposed facilities would not involve the transportation, storage, or use of radioactive materials.
Intentional Destructive Acts	The proposed project is contained within a secured installation and would employ additional security and would therefore not provide an opportunity for terrorists or saboteurs to inflict adverse impacts on human life, health, or safety.

3.3 Air Quality

3.3.1 Affected Environment

The mountains, canyons, and Rio Grande Valley significantly influence wind patterns in the Albuquerque Basin and interact to form a complex condition. The 13-mile escarpment, which forms the west face of the Sandia Mountains, greatly influences flow, creating diurnal up-slope and down-slope wind patterns. Mountain vegetation and elevations also create differences in

ambient temperature and rainfall compared to the valley region. Tijeras Canyon is the largest canyon pass in the area, dividing the Sandia and Manzano Mountains. This canyon tends to create strong channeled or funneled winds. Dense, cold air sometimes creates temperature inversions during the winter months. These inversions, combined with low wind speed and basin geography, restrict the dispersion and dilution of air pollutants by trapping the pollution near the surface. Thus, the entire basin can be considered a single air shed when evaluating the emission, accumulation, and transportation of air pollutants (DOE 2008).

The ambient air quality in an area can be characterized in terms of whether it complies with the primary and secondary National Ambient Air Quality Standards (NAAQS). The *Clean Air Act* (42 U.S.C. 7401 et seq.) requires the U.S. Environmental Protection Agency (USEPA) to set NAAQS for pollutants considered harmful to public health and the environment. National primary ambient air quality standards define levels of air quality which the USEPA has determined as necessary to provide an adequate margin of safety to protect public health, including the health of "sensitive" populations such as children and the elderly. National secondary ambient air quality standards define levels of air quality which are deemed necessary to protect the public welfare, including protection against decreased visibility and damage to animals, crops, vegetation, and buildings. NAAQS have been established for six criteria pollutants: carbon monoxide (CO); lead; nitrogen dioxide (NO_2); ozone; particulate matter (which includes both particulate matter with an aerodynamic size less than or equal to 10 microns [PM_{10}] and less than or equal to 2.5 microns [$PM_{2.5}$]); and sulfur dioxide (SO_2). Table 3-2 lists the NAAQS primary and secondary standards for each criteria pollutant. There are no ambient standards for volatile organic compounds, although volatile organic compounds and nitrogen oxides are considered to be precursor emissions responsible for the formation of ozone in the atmosphere.

The Proposed Action area is located in the Albuquerque-Mid Rio Grande Intrastate (AMRGI) Air Quality Control Region (AQCR) 152 (40 CFR 81.83), which encompasses all of Bernalillo County and most of Sandoval and Valencia counties. Under the NAAQS, Bernalillo County is currently in maintenance status for CO. In 1996, Bernalillo County was re-designated from a "nonattainment area" to a "maintenance area" for CO. The maintenance area designation is for a 20-year period beginning 13 June 1996 and continuing until 13 June 2016. The Albuquerque Environmental Health Department is required to revise its CO Maintenance Plan and incorporate the plan into the New Mexico State Implementation Plan to show Bernalillo County will maintain the NAAQS for CO for the remainder of the 20-year maintenance period (the 10-year period beginning 13 June 2006). Because CO has been steadily declining and the county has no recent violations, the Albuquerque Environmental Health Department submitted a CO Limited Maintenance Plan, an option provided by the USEPA if monitored CO levels can remain below 85 percent of the NAAQS for carbon monoxide.

Kirtland AFB is currently subject to federal conformity rule requirements because of the maintenance classification; however, Bernalillo County has received approval from the USEPA for its CO Limited Maintenance Plan, which eliminates the conformity requirements found in 20.11.4 New Mexico Administrative Code (NMAC) General Conformity. This plan took effect in June 2006 and makes conformity analyses unnecessary.

Table 3-2. National Ambient Air Quality Standards

Pollutant	Primary standards	Secondary standards	Form
Carbon monoxide (CO)			
8-hour average	9 ppm	None	Not to be exceeded more than once per year
1-hour average	35 ppm	None	
Lead			
Rolling 3-month average	0.15 μg/m^3	Same as primary	Not to be exceeded
Nitrogen dioxide (NO_2)			
Annual arithmetic mean	0.053 ppm	Same as primary	Annual mean
1-hour	0.10 ppm	None	98th percentile, averaged over 3 years
Ozone			
8-hour average (2008 standard)	0.075 ppm	Same as primary	Annual fourth-highest daily maximum 8-hr concentration, averaged over 3 years
PM_{10}			
24-hour average	150 μg/m^3	Same as primary	Not to be exceeded more than once per year on average over 3 years
$PM_{2.5}$			
Annual arithmetic mean	15.0 μg/m^3	Same as primary	Annual mean, averaged over 3 years
24-hour average	35 μg/m^3	Same as primary	98th percentile, averaged over 3 years
Sulfur dioxide (SO_2)			
3-hour average	None	0.5 ppm	Not to be exceeded more than once per year
1-hour average	0.075 ppm	None	99th percentile of 1-hour daily maximum concentrations, averaged over 3 years

Source: 40 CFR Part 50 (as of October 2011)
ppm - parts per million; μg/m^3 - micrograms per cubic meter.

The New Mexico Environment Department (NMED) manages air quality for the state of New Mexico outside of Bernalillo County and is responsible for monitoring and enforcing federal air quality standards and regulations. The Albuquerque/Bernalillo County Air Quality Control Board (AQCB) is the federally delegated air quality authority for Albuquerque and Bernalillo County. The AQCB administers and enforces the *Clean Air Act* and the *New Mexico Air Quality Control Act* in the Albuquerque/Bernalillo County area. The Albuquerque Environmental Health Department, Air Quality Division is the local agency that governs air quality issues on Kirtland AFB, including NNSA activities.

To control fugitive dust emissions, Albuquerque/Bernalillo County requires that dirt tracked onto paved surfaces be promptly removed and that measures be taken to control dust from operations, such as construction, landscaping, and road work at all times. The Albuquerque Environmental Health Department Air Quality Division has fugitive dust control requirements in 20.11.20 NMAC, *Fugitive Dust Control*. A fugitive dust control construction permit is required for

projects disturbing 0.75 acre or more, as well as the demolition of buildings containing more than 75,000 cubic feet of space. As stated in 20.11.20.12 NMAC *General Provisions*, each person shall use reasonably available control measures or any other effective control measure during active operations or on inactive disturbed surface areas, as necessary to prevent the release of fugitive dust, whether or not the person is required by 20.11.20 NMAC to obtain a fugitive dust control permit. This regulation also contains a provision for buildings containing asbestos-containing materials (ACM) as stated in 20.11.20.22 NMAC *Demolition and Renovation Activities; Fugitive Dust Control Construction Permit and Asbestos Notification Requirements*: "All demolition and renovation activities shall employ reasonably available control measures at all times, and, when removing ACM, shall also comply with the federal standards incorporated in 20.11.64 NMAC, *Emission Standards for Hazardous Air Pollutants for Stationary Sources*. A person who demolishes or renovates any commercial building, residential building containing five or more dwellings, or a residential structure that will be demolished in order to build a nonresidential structure or building shall file an asbestos notification with the department no fewer than 10 calendar days before the start of such activity. Written asbestos notification certifying to the presence of ACM is required even if regulated ACM is not or may not be present in such buildings or structures."

Per 20.11.41 NMAC, any person planning to construct a new stationary source or modify an existing stationary source of air contaminants in Bernalillo County, including the city of Albuquerque, where the stationary source emits one or more regulated air contaminants that exceed a rate of 10 pounds per hour or 25 tons per year (tpy) would be required to obtain a permit to construct from the Albuquerque/Bernalillo County AQCB. The fuel station and emergency generators proposed for this project must go through air quality review and have the proper permitting from the Albuquerque Environmental Health Department prior to construction.

The most recent emissions inventories for Bernalillo County and the AMRGI AQCR are shown in Table 3-3. Bernalillo County is considered the local area of influence, and the AMRGI AQCR is considered the regional area of influence for the air quality analysis. As required by the Albuquerque/Bernalillo County AQCB regulations, Kirtland AFB estimates annual emissions from stationary sources and provides this information to the Albuquerque Environmental Health Department. Table 3-4 summarizes the calendar year 2012 air emissions inventory for Kirtland AFB.

Table 3-3. Local and Regional Air Emissions Inventory

Location	CO (tpy)	Nitrogen oxides (NO_x) (tpy)	PM_{10} (tpy)	$PM_{2.5}$ (tpy)	SO_2 (tpy)	VOC (tpy)
Bernalillo County, NM[a]	185,757	14,330	59,575	7,129	287	19,229
AMRGI AQCR[b]	245,346	36,778	137,376	16,676	2,619	31,651

[a]Data from 2008 emissions inventory (USEPA 2012a)
[b]Data from the AMRGI AQCR 2008 emissions inventory (USEPA 2012b)
VOC – volatile organic compound

Table 3-4. Calendar Year 2012 Air Emissions Inventory for Kirtland AFB

	NO_x (tpy)	VOC (tpy)	CO (tpy)	SO_x (tpy)	PM_{10}(tpy)
2012 Actual Emissions	7.967599	56.904029	31.525477	.87416	.622297

Source: KAFB 2012d
SO_x – sulfur oxides

The burning of fossil fuels such as coal, diesel, and gasoline emits carbon dioxide (CO_2), which is a greenhouse gas. Greenhouse gases can trap heat in the atmosphere, similar to the glass walls of a greenhouse, and have been associated with global climate change. Climate change refers to any significant change in measures of climate (such as temperature, precipitation, or wind) lasting for an extended period (decades or longer). The Intergovernmental Panel on Climate Change, in its Fourth Assessment Report, stated that warming of the Earth's climate system is unequivocal, and that most of the observed increase in globally averaged temperatures since the mid-20th Century is very likely due to the observed increase in concentrations of greenhouse gases from human activities (IPCC 2007). These gases are well mixed throughout the lower atmosphere, so emissions would add to cumulative regional and global concentrations of carbon dioxide. The effects from an individual source therefore cannot be determined quantitatively.

Each greenhouse gas has an estimated Global Warming Potential (GWP), which is a function of its atmospheric lifetime and its ability to absorb and radiate infrared energy emitted from the Earth's surface. A gas's GWP provides a relative basis for calculating its Carbon Dioxide Equivalent (CO2e), which is a metric measure used to compare the emissions from various greenhouse gases based upon their GWP. CO_2 has a GWP of 1, and is therefore the standard to which all other greenhouse gases are measured.

3.3.2 Environmental Consequences

3.3.2.1 Proposed Action

The NMAC Title 20, Part 11.04, (20 NMAC 11.04), titled *General Conformity*, implements Section 176(c) of the *Clean Air Act*, as amended (42 United States Code [U.S.C] 7401 et seq.), and regulations under 40 CFR 51, Subpart W, with respect to conformity of general federal actions in Bernalillo County. Regulation 20 NMAC Part 11.04.II.1.2, paragraph B, establishes the emission threshold of 100 tpy of CO at SNL/NM that would trigger the requirement to conduct a conformity analysis. Table 3-5 provides estimates of the criteria pollutant and greenhouse gas emissions anticipated to be generated by diesel and gasoline engines during project construction and operation. The emissions listed for operations would be from additional diesel emergency generators that would operate approximately 100 hours per year.

Table 3-5. Air Emissions from the Proposed Action

	CO (tpy)	NO_x (tpy)	$PM_{2.5}$ (tpy)	PM_{10} (tpy)	SO_2 (tpy)	VOC (tpy)	CO_2 (tpy)
Construction[a]	4.2	10.0	0.64	0.66	0.48	0.68	1,200
Operation	0.52	2.4	--	0.17	0.16	Negative 0.20	89

[a] Assume that all construction occurs during one year. This gives the most conservative emission estimates.

Construction activities would generate particulate emissions as fugitive dust from ground-disturbing activities and from the combustion of fuels in construction equipment. Fugitive dust emissions would be greatest during the initial site preparation activities and would vary from day to day depending on the level of activity and prevailing weather conditions. Construction activities would incorporate best management practices (BMPs) and control measures (e.g., frequent use of water for dust-generating activities) to minimize fugitive particulate matter emissions.

It is anticipated that construction activities conducted under the Proposed Action would result in emissions of approximately 4.2 tons of CO during a 1-year period of construction. The CO emissions during construction would be substantially below the 100 tpy threshold; therefore, a conformity analysis is not required. It is anticipated that operations conducted under the Proposed Action would result in emissions slightly greater than current emissions due to additional diesel emergency generators. No other new major sources of emissions would occur throughout the life of the project. Appendix C shows the air quality calculations and associated assumptions.

The CEQ has issued draft guidance (CEQ 2010) on how to consider the effects of climate change and greenhouse gases. The guidance includes the recommendation that if a proposed action would be reasonably anticipated to cause direct emissions of 25,000 metric tons or more of CO2e greenhouse gases on an annual basis, than a quantitative and qualitative analysis may be meaningful. The reference point of 25,000 metric tons is not a standard for indicating significant or insignificant effects. It is anticipated that an approximate annual decrease of 6.8 metric tons of greenhouse gases would occur during operations under the Proposed Action due to elimination of the need to drive the vehicle fleet of 357 trucks between the existing AOWC and the existing VMF. The 1,200 tons (1,100 metric tons) of greenhouse gases generated during construction and the 6.8 metric ton annual reduction during operations are both substantially below the threshold of 25,000 metric tpy. Consolidation of the Western Secure Transportation Center would assist NNSA in achieving their greenhouse gas reduction goals per EO 13514.

3.3.2.2 No Action Alternative

Under the No Action Alternative, the current Western Command Operations would not be consolidated, and the additional structures would not be constructed. As a result, no emissions would occur from construction of new facilities. Emissions from operations would not change from existing conditions. No reduction in greenhouse gases would occur; the need for the vehicle fleet to drive between the existing AOWC and the existing VMF would continue.

3.4 Geology, Topography, and Soils

3.4.1 Affected Environment

Geology. The Kirtland AFB area is situated in the eastern portion of the Albuquerque Basin. This basin is approximately 90 miles long and 40 miles wide, and is bound by the Sandia Mountains and the Manzano Uplift to the east, the Lucero Uplift and Puerco Plateau to the west, the Nacimiento Mountains and the Jemez Uplift to the north, and the Socorro Basin to the south (DOE 2008).

The Albuquerque Basin is bordered by major faults. Large-scale faulting, deepening of the basin, and uplift and tilting of the mountain areas occurred approximately 15 to 5.3 million years ago. Since then, basin deposits have been laid down in a complex sequence of sedimentary and volcanic rocks. Faults within and bordering the basin exhibit evidence of late Pleistocene and possibly Holocene displacement. A number of major regional faults intersect within the Proposed Action area, resulting in a diverse pattern of fault trends and displacements. Two major faults in the area of the Proposed Action include the Manzano Fault that trends southeast to northwest and the Tijeras Fault which trends roughly southwest to northeast (NNSA 2004). There is no record of movement on these faults in historic times and no evidence of movement during the last 10,000 years (DOE 1999).

Topography. The Proposed Action area is located within Kirtland AFB, approximately 7 miles southeast of downtown Albuquerque. The western portion of Kirtland AFB, including the project area, is located on gently-sloping alluvial fan deposits of the Albuquerque Basin. The eastern portion of Kirtland AFB is located in the Manzanita Mountains, an area characterized by steep slopes and canyons. The alluvial fan sediments slope gently to the west toward the Rio Grande (DOE 2008). The terrain at Kirtland AFB area is fairly level and ranges from 5,700 to 5,800 feet in elevation (KAFB 2012a). The OST Driver Track area ranges from 5,500 to 5,550 feet in elevation with a gentle western slope.

Soils. Surface soils at Kirtland AFB are developed in fluvial, alluvial-fan, colluvial, and eolian surficial deposits. The major soil series within the Proposed Action area are described in the following discussions. The information in this section was obtained from the soil survey for Bernalillo County (USDA SCS 1977) and specifically defined for the proposed area (USDA NRCS 2011). Neither series is considered prime farmland.

Tijeras gravelly fine sandy loam
The majority of the Proposed Action area consists of this soil series. This nearly level to gently sloping soil is on old alluvial fans. It has a profile similar to that described as representative of the series, but has a yellowish brown surface layer about 6 inches thick and less gravel. Slopes are 1 to 5 percent. Runoff is medium, and the hazard of water erosion is moderate.

Embudo gravelly fine sandy loam
The Embudo series consists of deep, well-drained soils that formed in alluvium derived from decomposed coarse grained, granitic rocks on old alluvial fans. Slopes are 0 to 5 percent. Runoff is medium, and the hazard of water erosion is moderate.

3.4.2 Environmental Consequences

3.4.2.1 Proposed Action

Under the Proposed Action, minor impacts on geological resources or soils are expected. The Proposed Action would require construction of approximately 589,780 square feet of building and ready line space and 269,440 square feet of parking area. The construction of the Western Secure Transportation Center would involve excavation, clearing of vegetation, grading, and movement of heavy equipment in the Driver Track area and would occur predominantly on 27.5 acres of previously disturbed land. A portion of the munitions storage area (6.3 acres) would encompass land that has not been previously disturbed. In addition, trenching for water, electric,

and gas lines would also cause disturbance to the soils. Of the 104 acres permitted in the Driver Track area, approximately 32 percent of the area would be disturbed during construction. Clearing of vegetation could increase erosion and sedimentation potential. However, the Driver Track area is only sparsely vegetated and has been previously disturbed; therefore, it is anticipated that clearing of any additional vegetation would result in minor impacts on soil erosion and sedimentation. Grading and excavation activities would disturb the surface soil, thereby increasing the potential for soil erosion by wind and runoff. In accordance with regulations under the *Clean Water Act*, NNSA would obtain a "General Permit for Construction Activities" prior to construction. The permit application requires the development of a storm water pollution prevention plan (SWPPP). Soil erosion and sediment production would be minimized for all construction operations as a result of following an approved sediment and erosion control plan. Additionally, wind and water erosion of soil can be mitigated by implementing BMPs. Xeriscaping with low water plants may be used to re-vegetate some of the areas around the buildings.

As a result of implementing the Proposed Action, soils would be compacted, and soil structure disturbed and modified. Compaction of soils from foot and vehicle traffic could result in the loss of soil structure and ultimately changes in drainage patterns. Facility design would avoid interrupting natural and existing surface water drainages where practicable to reduce the impact from soil compaction on drainage patterns.

Construction of the Western Secure Transportation Center would be in accordance with building code requirements for Kirtland AFB, which would ensure protection from earthquakes. No impacts from geologic hazards are expected.

3.4.2.2 No Action Alternative

Under the No Action Alternative, the Western Secure Transportation Center would not be constructed and existing conditions would remain. No effects on geological resources or soils would occur.

3.5 Water Resources

This section describes surface and groundwater resources on and in the area of the proposed project. Surface water includes lakes, rivers, and perennial, intermittent, or ephemeral streams, while groundwater comprises the subsurface hydrogeologic resources of the physical environment. This section also discusses wetlands and floodplains.

3.5.1 Affected Environment

Groundwater. Kirtland AFB is within the limits of the Rio Grande Underground Water Basin, which is defined as a natural resource area and is designated as a "declared underground water basin" by New Mexico. Currently, the Basin is regulated by the state as a sole source of potable water for the Albuquerque metropolitan area, including Kirtland AFB (DOE 2008). Two aquifers, a regional and a perched aquifer, underlie Kirtland AFB. The regional aquifer is present under all of Kirtland AFB and ranges in depth from near surface to depths of 200 feet below ground surface east of the major fault zones in the eastern portion of Kirtland AFB, and to depths of 350 to 500 feet below ground surface west of the fault zone. The regional aquifer is used for

the installation's water supply. The perched aquifer is limited in area, straddling Tijeras Arroyo northeast of the confluence of Tijeras Arroyo and Arroyo del Coyote, and occurs at depths of 200 to 400 feet below ground surface. The perched aquifer is a result of infiltration of water from both man-made and natural origins, with a flow direction to the southeast, and is not used for any purpose. The presence of faults has a direct bearing on the movement and occurrence of groundwater in the vicinity of Kirtland AFB (KAFB 2012a). Groundwater flows in an approximate northwest direction at the Proposed Action site (NNSA 2004). Depth to groundwater under the track is approximately 500 feet.

Surface Water. The two main surface water drainage channels on Kirtland AFB are Tijeras Arroyo, located 5 miles west of the Proposed Action site, and the smaller Arroyo del Coyote, which is located 0.3 mile south of the Proposed Action site. Although Tijeras Arroyo and Arroyo del Coyote are tributaries to the Rio Grande, these arroyos and their tributaries have not yet been classified as waters of the U.S. (KAFB 2012a). Both arroyos flow intermittently during heavy thunderstorms and spring snowmelt, but most of the water percolates into alluvial deposits or is lost to the atmosphere via evapotranspiration (KAFB 2011a). No perennial, surface water resources exist at or near the Driver Track (NNSA 2004). Three ephemeral drainage courses exist north of the current OTF building and traverse the driving course (NNSA 2004).

Storm water runoff on Kirtland AFB predominantly flows through the drainage patterns created by natural terrain and paved surfaces. In some areas, runoff is directed through ditches and culverts, with direct discharges into a receiving stream or surface water body. Kirtland AFB has a Storm Water Municipal Separate Storm Sewer System, which collects and conveys storm water from storm drains, pipes, and ditches, and discharges storm water into Tijeras Arroyo. Storm water in the developed areas of Kirtland AFB drains into small culverts (KAFB 2011a).

Floodplains and wetlands. A 100-year floodplain encompasses Tijeras Arroyo and Arroyo del Coyote. These are the only two arroyos with a floodplain on the installation. There are no wetlands located on or near the Proposed Action site (USFWS 2012a).

3.5.2 Environmental Consequences

3.5.2.1 Proposed Action

Implementation of the Proposed Action would disturb over 33 acres of land with potential additional disturbance to land for staging and construction activities. The localized ground disturbance could potentially increase erosion potential and runoff during heavy precipitation events. Facility design would avoid interrupting natural and existing surface water drainage patterns to the maximum extent practicable. The Arroyo del Coyote is located 0.3 mile from the Proposed Action site, and if measures were not taken to limit the movement of debris and soil, sediment and/or construction debris could be transported to tributary drainages to the arroyo by wind or surface runoff. A sediment and erosion control plan and a SWPPP would also be implemented during construction through the state-issued construction permit. Adherence to proper storm water management procedures and BMPs during construction, as identified in the SWPPP, would minimize erosion and sediment impacts. In addition, construction personnel would be required to follow appropriate BMPs to protect against potential petroleum or hazardous material spills.

The National Pollution Discharge Elimination System (NPDES) storm water program requires construction site operators engaged in clearing, grading, and excavating activities that disturb 1 acre or more, to obtain coverage under an NPDES permit for their storm water discharges. Construction of the Western Secure Transportation Center would require a General Construction NPDES permit for storm water discharges. The selected contractor for the Proposed Action would also be required to implement the new storm water design requirements of Section 438 of the *Energy Independence and Security Act* that require federal construction projects that disturb 5,000 square feet or more of land to maintain or restore predevelopment site hydrology to the maximum extent technically feasible with respect to temperature, rate, volume, and duration of flow. Therefore, only minor short-term and long-term, adverse impacts on water resources are expected from the Proposed Action.

The Proposed Action site is outside of the Tijeras Arroyo and Arroyo del Coyote 100-year floodplains; therefore, no direct impacts on floodplains are expected.

3.5.2.2 No Action Alternative

Under the No Action Alternative, the Western Secure Transportation Center would not be constructed and existing conditions would remain. No changes or impacts would occur to water resources.

3.6 Biological Resources

3.6.1 Affected Environment

Kirtland AFB lies at the intersection of four major North American physiographic and biotic provinces: the Great Plains, Great Basin, Rocky Mountains, and Chihuahuan Desert. Vegetation and wildlife found within Kirtland AFB are influenced by each of these provinces, the Great Basin being the most dominant. Elevations at Kirtland AFB range from approximately 5,000 feet in the west to almost 8,000 feet in the Manzanita Mountains, providing a variety of ecosystems. Several canyons (Lurance, Sol se Mete, Bonito, Otero, and Madera) occur on Kirtland AFB; a few smaller canyons occur on Manzano Base. The installation is located near three regional natural areas: Sandia Mountain Wilderness Area, Sandia Foothills Open Space, and the Rio Grande Valley State Park. The Sandia Mountain Wilderness Area, encompassing 37,877 acres, is approximately 5 miles north of the installation. This area is home to many plant and animal species and is also on an important raptor migration route (KAFB 2012a).

Four main plant communities are found on Kirtland AFB: grassland (includes sagebrush steppe and juniper woodlands), pinyon-juniper woodlands, ponderosa pine woodlands, and riparian/wetland/arroyo (Table 3-6). Grassland and pinyon-juniper woodlands are the dominant vegetative communities at Kirtland AFB and the vegetation found at the Proposed Action site. The riparian/wetland/arroyo community is confined to drainages and isolated areas inundated by surface water during at least some part of the year. The ponderosa pine woodland community is found along the eastern boundary of Kirtland AFB (KAFB 2012a).

Table 3-6. Kirtland AFB Vegetation Communities

Vegetation Community Type	Elevation (feet)
Grassland (including sagebrush steppe and juniper woodlands)	5,200–5,700
Pinyon-Juniper Woodlands	6,300–7,500
Ponderosa Pine Woodlands	7,600–7,988
Riparian/Wetland/Arroyo	variable

Source: KAFB 2012a

Wildlife species present in the project area include those commonly associated with grassland habitat. Common birds associated with the grassland association include horned lark (*Eremophila alpestris*), scaled quail (*Callipepia squamata*), mourning dove (*Zenaida macroura*), greater roadrunner (*Geococcyx californianus*), American crow (*Cowus brachyrhynchos*), northern mockingbird (*Mimus polyglottos*), curved-billed thrasher (*Toxostoma curvirostre*), lark sparrow (*Chordestes grammacus*), black-throated sparrow (*Amphispiza bilineata*), western meadowlark (*Sturnella neglecta*), brown-headed cowbird (*Molothrus ater*), and house finch (*Carpodacus mexicanus*). The birds of prey, or raptors, most commonly found in the grassland association include northern harrier (*Circus cyaneus*), red-tailed hawk (*Buteo jamaicensis*), American kestrel (*Falco sparverius*), prairie falcon *(F. mexicanus*), long-eared owl (*Asio otus*), and great horned owl (*Bubo virginianus*) (KAFB 2012a).

The grassland association has a mammal community dominated by rodents, rabbits, and hares. These include the desert cottontail (*Sylvilagus audubonii*), Gunnison's prairie dog (*Cynomys gunnisoni*), white-footed deer mouse (*Peromyscus maniculatus*), silky pocket mouse (*Perognathus flavus*), Merriam's kangaroo rat (*Dipodomys merriami*), and the northern grasshopper mouse (*Onychomys leucogaster*). Mammalian predators found in the grassland association include the coyote (*Canis latrans*), badger (*Taxidea taxus*), kit fox (*Vulpes macrotis*), striped skunk (*Mephitis mephitis*) and bobcat *(Lynx rufus*) (KAFB 2012a).

Amphibians and reptiles found on the grasslands at Kirtland AFB include the following: Woodhouse's toad (*Bufo woodhousii*), New Mexico spadefoot (*Spea multiplicata*), coachwhip snake (*Masticophis flagellum*), whiptail lizards (*Cnemidophorus* spp.), lesser earless lizard (*Holbrookia maculata*), and the western rattlesnake (*Crotalus viridis*). Many of these species have extensive periods of dormancy during dry conditions and rapid breeding cycles when temporary ponds occur after rains (KAFB 2012a).

Special Status Species. The *Endangered Species Act of 1973*, as amended, protects endangered species and the ecosystems upon which they depend. Endangered species are defined as: "any species which is in danger of extinction throughout all or a significant portion of its range," and is listed as endangered under the *Endangered Species Act*. A threatened species is "any species which is likely to become endangered in the foreseeable future throughout all or a significant portion of its range" and is listed as threatened under the *Endangered Species Act*. Candidate species are those that are eligible for listing as endangered or threatened. Candidate species have no protection under the Act, but are often considered for planning purposes.

The U.S. Fish and Wildlife Service (USFWS) maintains a list of protected species by county. Table 3-7 lists all federally-listed threatened, endangered, or candidate species which potentially occur in Bernalillo County (USFWS 2012b).

Habitat for most of these listed federal species is not present on Kirtland AFB. While prairie dog colonies do exist on Kirtland AFB, the Gunnison's prairie dog current distribution is limited to the four corners area of Arizona, New Mexico, Utah, and Colorado. In addition to the federally listed species, one state threatened species and two federal Species of Concern have the potential to occur on Kirtland AFB.

Three species protected by the New Mexico Department of Game and Fish (NMDGF) that occur on Kirtland AFB are described below.

Table 3-7. Federally Threatened, Endangered, and Candidate Species in Bernalillo County, New Mexico

Species	Status	Group	Habitat
Rio Grande silvery minnow (*Hybognathus amarus*)	Endangered	Fish	Riverine with slow to moderate flow
Yellow-billed cuckoo (*Coccyzus americanus*)	Candidate	Bird	Open woodland parks, deciduous riparian woodland
Southwestern willow flycatcher (*Empidonax traillii extimus*)	Endangered	Bird	Thickets, scrubby and brushy areas, open second growth, swamps, and open woodland
Whooping crane (*Grus americana*)	Experimental, Nonessential Population	Bird	Marshes, shallow lakes, lagoons, wet prairies, salt flats, and grain fields
Mexican spotted owl (*Strix occidentalis lucida*)	Threatened	Bird	Mixed-conifer forests
Gunnison's prairie dog (*Cynomys gunnisoni*)	Candidate	Mammal	Open or slightly brushy country, scattered junipers and pines
New Mexican meadow jumping mouse (*Zapus hudsonius luteus*)	Candidate	Mammal	Riparian areas with tall, dense vegetation
Black-footed ferret (*Mustela nigripes*)	Endangered	Mammal	Open habitat, the same habitat used by prairie dogs: grasslands, steppe, and shrub steppe

Source: USFWS 2012b

Gray vireo. The gray vireo (*Vireo vicinior*), a state threatened species as listed by the NMDGF occurs on the installation. The USFWS considers the gray vireo a sensitive species. In 2003, an installation-wide gray vireo survey was conducted in which 53 territories were mapped. Territories were found throughout the juniper woodland community in an elevational belt of 5,850 to 6,600 feet. Gray vireos occupied areas with an open canopy (that is, less than 25 percent canopy cover) with one seeded juniper as the dominant tree/shrub species (KAFB 2012a).

Western burrowing owl. The western burrowing owl (*Athene cunicularia hypugaea*), a federal species of concern, is a common resident at Kirtland AFB. It is very closely associated with prairie dog colonies on the installation, as the owls use abandoned prairie dog burrows for

nesting during summer months. Burrowing owls generally occur on the installation from March through October before migrating south, although a few birds might occur on the installation during mild winters. Burrowing owl inventories have been conducted every year since 1994. In 2005, a migration study was initiated to identify where nesting owls at Kirtland AFB go to winter. Since burrowing owls use abandoned prairie dog burrows for nesting, a Prairie Dog Management Plan was developed for the installation, which takes into account burrowing owl habitat requirements (KAFB 2012a).

Mountain plover. The mountain plover (*Charadrius montanus*), a federal species of concern, is not known to occur on the installation. However, in 2003, an adult with two chicks was observed just south of the installation on the Isleta Pueblo Indian Reservation. Appropriate nesting habitat for this species is limited on the installation; therefore, it is unlikely that the mountain plover uses Kirtland AFB during the nesting season. However, the southern grasslands of the installation might potentially be used as brood-rearing habitat or during migration (KAFB 2012a).

3.6.2 Environmental Consequences

3.6.2.1 Proposed Action

Impacts to biological resources generally occur because of habitat modification, land disturbance, disturbance to or taking of rare, threatened, or endangered species, or exposure to environmental contaminants. The majority of the construction activities for the Proposed Action would occur on previously disturbed soil and vegetation removal would be minimal. Negligible short-term impacts to wildlife would result from disturbance from construction of the new facilities. Noise created during construction activities could potentially result in adverse impacts on nearby wildlife. These impacts would include an increase in the ambient noise levels, potentially resulting in reduced communication ranges, habitat avoidance, or interference with hunting detection. Impacts to wildlife from construction would be minimal and short-term.

Threatened and endangered species are not known to inhabit the Proposed Action site; however, Gunnison's prairie dog colonies are known to exist approximately 0.4 mile west of the Proposed Action site. Burrowing owls have been known to use prairie dog burrows. The category of species of concern, which applies to the burrowing owl, carries no legal requirement, but identifies those species that deserve special consideration in management and planning. A biological survey would be conducted within 2 weeks prior to any clearing, grading, excavation, or other associated ground-disturbing activities to identify prairie dog colonies and burrowing owls. If burrowing owls are present, construction activities would only commence after the owls have migrated from the area (that is, 1 September to 28 February). In addition, nesting burrows would be flagged and avoided during construction activities, so that the nesting sites could still be viable after activities are completed.

Operation of the new facilities would increase the amount of traffic in the rural area thus causing potential increase in wildlife-human conflicts. However species in the area are adapted to vehicular traffic and the surrounding habitat provides an expansive view. Therefore, impacts to wildlife from operation of the Western Secure Transportation Center are expected to be negligible.

3.6.2.2 No Action Alternative

Under the No Action Alternative, the Western Secure Transportation Center would not be constructed and no changes or impacts would occur to biological resources.

3.7 Cultural Resources

3.7.1 Affected Environment

Cultural resources include prehistoric and historic archaeological sites, structures, districts, or areas containing physical evidence of human activity. These resources are protected and identified under several federal laws and EOs. federal laws include the National Historic Preservation Act (NHPA) (1966), the Archaeological and Historic Preservation Act (1974), the American Indian Religious Freedom Act (1978), the Archaeological Resources Protection Act (1979), and the Native American Graves Protection and Repatriation Act (1990). The NHPA requires that federal agencies assume the responsibility for the preservation of historic and prehistoric resources located on lands owned or controlled by that agency. Section 110 (a)(2) of the NHPA requires that "...each federal agency shall establish a program to locate, inventory, and nominate to the Secretary all properties under the agency's ownership or control...that appear to qualify for inclusion on the National Register…." Section 110 (a)(2) further requires that "each agency shall exercise caution to assure that any property that might qualify for inclusion is not inadvertently transferred, sold, demolished, substantially altered, or allowed to deteriorate significantly."

The EA process requires the assessment of potential impacts on cultural resources. In addition, under Section 106 of the NHPA, federal agencies must take into account the effect of their undertakings on historic properties and allow the Advisory Council on Historic Preservation an opportunity to comment. Under this process, the federal agency evaluates the National Register of Historic Places (NRHP) eligibility of resources within the proposed undertaking's Area of Potential Effect (APE) and assesses the possible impacts of the proposed undertaking on historic resources in consultation with the SHPO and other parties. Under Section 110 of the NHPA, federal agencies are required to establish programs to inventory and nominate cultural resources under their purview to the NRHP. The APE is defined as the geographic area(s) "within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist."

Archaeological Resources. There have been more than 150 cultural resources projects undertaken at Kirtland AFB. These projects have resulted in the identification of 661 archaeological sites and the NRHP evaluations of more than 2,000 facilities. 661 archaeological sites have been recorded within the boundaries of Kirtland AFB. NRHP eligibility evaluations are complete for the sites located on the lower piedmonts and drainages of the western portions of Kirtland AFB and the eastern Manzanita Mountains. The area has been completely surveyed for cultural resources (KAFB 2002). No archaeological sites have been identified within the APE

of the Proposed Action. Three not eligible and one eligible site exist within 1 mile of proposed project area. These sites will not be impacted by the proposed project as they are not located within the boundaries of the Proposed Action.

Architectural Resources. The inventory and assessment of architectural resources at Kirtland AFB have been ongoing since 1984. To date, 2,183 structures have been evaluated for NRHP eligibility. Of these, 244 buildings and structures have been determined eligible through consultation with the New Mexico SHPO (KAFB 2006).

Traditional Cultural Properties. No traditional cultural properties or sacred sites have been identified on Kirtland AFB.

3.7.2 Environmental Consequences

3.7.2.1 Proposed Action

No archaeological sites have been identified within the APE of the Proposed Action. Three not eligible and one eligible site exist within 1 mile of proposed project area. These sites will not be impacted by the proposed project as they are not located within the boundaries of the Proposed Action. Therefore, no impacts to cultural resources are expected from the construction and operation of the Western Secure Transportation Center. While implementation of the Proposed Action would have no impact on known cultural resources, any ground-disturbing maintenance or construction activities would take into consideration the potential discovery of previously undiscovered cultural resources. If any archaeological sites are identified during the construction, operation, or maintenance of the new Western Secure Transportation Center, the Kirtland AFB Cultural Resource Manager would be notified and these sites should be documented and evaluated for NRHP eligibility (KAFB 2006). The current OST communications depot (NC-135 Site) would be demolished before returning the site to the USAF. The NC-135 building is a modular building less than 10 years old, and is therefore, not eligible for historic designation. No other eligible historic buildings of appropriate age occur within the APE. The existing AOWC building is not eligible. Project impacts on unevaluated or potentially eligible cultural resources might be significant if NRHP eligibility status has not been determined. Once documented and evaluated through consultation with the SHPO, adverse impacts on NRHP-eligible and listed cultural resources should be avoided. If avoidance is not possible, then mitigation of adverse impacts is recommended.

3.7.2.2 No Action Alternative

Under the No Action Alternative, the Western Secure Transportation Center would not be constructed and the OST operations would not be consolidated. The baseline conditions as described in Section 3.7.1 would remain unchanged. Therefore, no impacts on cultural resources would occur as a result of the implementation of the No Action Alternative.

3.8 Noise

3.8.1 Affected Environment

Noise is generally defined as unwanted sound. Sound is all around us; it becomes noise when it interferes with normal activities such as speech, concentration, or sleep. Noise associated with military installations is a factor in land use planning both on- and off-post. Noise emanates from vehicular traffic associated with new facilities and from project sites during construction. Ambient noise (the existing background noise environment) can be generated by a number of noise sources, including mobile sources, such as automobiles and trucks, and stationary sources such as construction sites, machinery, or industrial operations. In addition, there is an existing and variable level of natural ambient noise from sources such as wind, streams and rivers, wildlife, and other sources.

Sound is measured with instruments that record instantaneous sound levels in decibels (dB). A-weighted sound level measurements (dBA) are used to characterize sound levels that can be sensed by the human ear. The typical measurement for quieter sounds, such as rustling leaves or a quiet room, is from 20 to 30 dBA. Conversational speech is commonly 60 dBA, and a home lawn mower measures approximately 98 dBA. Sound traveling over a distance can be affected by many factors. Temperature, humidity, wind direction, barriers such as walls, forests, hills, and absorbent materials, such as soft ground and light snow, are all factors in how sound is perceived at different distances. Noise attenuates from the divergence of sound waves with distance (attenuation by divergence). In general, this mechanism results in a 6-dBA decrease in the sound level with every doubling of distance from a point source (that is, the rate of dBA decrease from the source is based on a logarithmic scale). For example, the 84 dBA average sound level at 50 feet (for instance, the noise that might be associated with clearing and grading during construction) would be attenuated to 78 dBA at 100 feet, 72 dBA at 200 feet, and to 66 dBA at 400 feet.

The ambient noise environment at Kirtland AFB is affected mainly by USAF and civilian aircraft operations and military vehicles. The commercial and military aircraft operations at Albuquerque International Sunport are the primary source of noise in the northern and northwestern areas of the installation. The Proposed Action site is outside of the noise contours associated with the Albuquerque International Sunport. It is not likely that land use at and immediately adjacent to the proposed site contributes substantially to the ambient noise environment in the general vicinity. Vehicle noise contributes the largest source of noise for the area as vehicles, including passenger vehicles, delivery trucks, and military off- and on-road vehicles travel along Pennsylvania Street. No residences are located near the Proposed Action site; however, potential receptors to construction and operation noise would include golfers at the Tijeras Arroyo Golf Course located less than 1 mile west of the Proposed Action site.

Building construction and demolition work can cause an increase in sound that is well above the ambient level. A variety of sounds are emitted from graders, loaders, trucks, pavers, and other work activities and processes. Table 3-8 lists noise levels associated with common types of construction equipment. Construction and demolition equipment usually exceeds the ambient sound levels by 20 to 25 dBA in an urban environment and up to 30 to 35 dBA in a quiet suburban area.

Table 3-8. Predicted Noise Levels for Construction and Demolition Equipment

Construction Category and Equipment	Predicted Noise Level at 50 Feet (A-weighted decibels)
Bulldozer	80
Dump Truck	83–94
Backhoe	72–93
Front-End Loaders	72–82
Pavers	87–88

Source: USEPA 1971

3.8.2 Environmental Consequences

3.8.2.1 Proposed Action

Construction noise would be consistent with industrial-level construction and would be localized, intermittent, and temporary. Typical noise levels are expected to occur in the range of 60 to 90 dBA. All construction noise activities would be limited to normal working hours (approximately 0700 to 1700) over several years. Construction noise would include sounds generated by construction vehicles, employee vehicles, and construction equipment. Under the Proposed Action, the cumulative noise from the construction equipment, during the busiest day, was estimated to determine the total impact of noise from construction activities at a given distance (Table 3-9).

Table 3-9. Predicted Noise Levels from Construction Activities

Distance from Noise Source (feet)	Predicted Noise Level (A-weighted decibels)
100	86
200	80
400	74
800	68
1,600	60
3,200	54

Source: KAFB 2010b

The Proposed Action site consists of open recreation space and industrial areas. Populations potentially affected by increased noise levels would include mainly USAF personnel in the Military Working Dog facility and surrounding facilities within an approximate 2,200-foot radius. At this distance predicted noise levels from construction would be less than 54 dBA. Construction activities at Kirtland AFB would result in impacts on the noise environment; however, these impacts would be temporary and minor.

Operational noise from the Proposed Action would occur from personal vehicles traveling to and from the facilities and the OST trucks entering and leaving the facility. In addition, noise from the operation of the VMF would be similar to noise produced by a local automotive center. This noise is expected to be negligible and localized to the area, and with limited receptors in the area, the impacts from operation are expected to be negligible.

3.8.2.2 No Action Alternative

Under the No Action Alternative, the Western Secure Transportation Center would not be constructed and existing conditions would remain. The NNSA would continue to use the AOWC and VMF/MEMF at their current locations, and no new sources of noise or increases in noise levels from construction would result at the OST Driver Track.

3.9 Hazardous Materials and Waste Management

3.9.1 Affected Environment

Hazardous materials are defined by 49 CFR 171.8 as "hazardous substances, hazardous wastes, marine pollutants, elevated temperature materials, materials designated as hazardous in the Hazardous Materials Table (49 CFR 172.101), and materials that meet the defining criteria for hazard classes and divisions" in 49 CFR Part 173. Transportation of hazardous materials is regulated by the U.S. Department of Transportation regulations within 49 CFR Parts 105–180.

Certain types of hazardous wastes are subject to special management provisions intended to ease the management burden and facilitate the recycling of such materials. These are called universal wastes and their associated regulatory requirements are specified in 40 CFR Part 273. Four types of waste are currently covered under the universal waste regulations: hazardous waste batteries, hazardous waste pesticides that are either recalled or collected in waste pesticide collection programs, hazardous waste thermostats, and hazardous waste lamps.

Hazardous wastes at the existing VMF are handled through SNL/NM's waste management system. This process would continue if SNL/NM is contracted to run the new maintenance facility. Otherwise, a commercial service provider would be contracted.

Hazardous Materials and Petroleum Products. Hazardous materials stored at the VMF include: solvents, greases, brake cleaners, paint, and lubes for conducting maintenance. In addition, several fuel and oil tanks are located at the VMF site for maintenance operations and include: E85 fuel (2,000 gallons), biodiesel (500 gallons), new oil tank (500 gallons) and used oil tank (500 gallons). The MEMF stores minimal hazardous materials which include: epoxy, glue sticks, batteries, ice melt, white board markers, solder and spray paint.

Hazardous and Petroleum Wastes. Five hundred gallons of oil are recycled and removed every 2 months from the VMF. An oil/water separator for the truck wash area is emptied at the facility twice per year. Every 6 months to 1 year, aerosol cans and one 5-gallon pail of NiCad nickel hydride and lithium batteries (about 50 batteries) are removed from the site as hazardous waste. In addition, 15 gallons of spent solvents and 110 gallons of solvent-contaminated solids (for example, paper towels, cotton swabs, gun patches, and personal protective equipment [PPE]) are removed quarterly from the facility.

Environmental Restoration Program. There are no DOE environmental restoration sites within the Proposed Action's location (Figure 3-1). There are 13 Air Force Environmental Restoration Program (ERP) sites within a half-mile radius of the Proposed Action location. One ERP site, ST- 327, crosses through the northern portion of land use permit area (Figure 3-2). VA Hospital Demolition Debris landfill (LF-107), Manzano Fire Training Area (FT-14), Building 37511

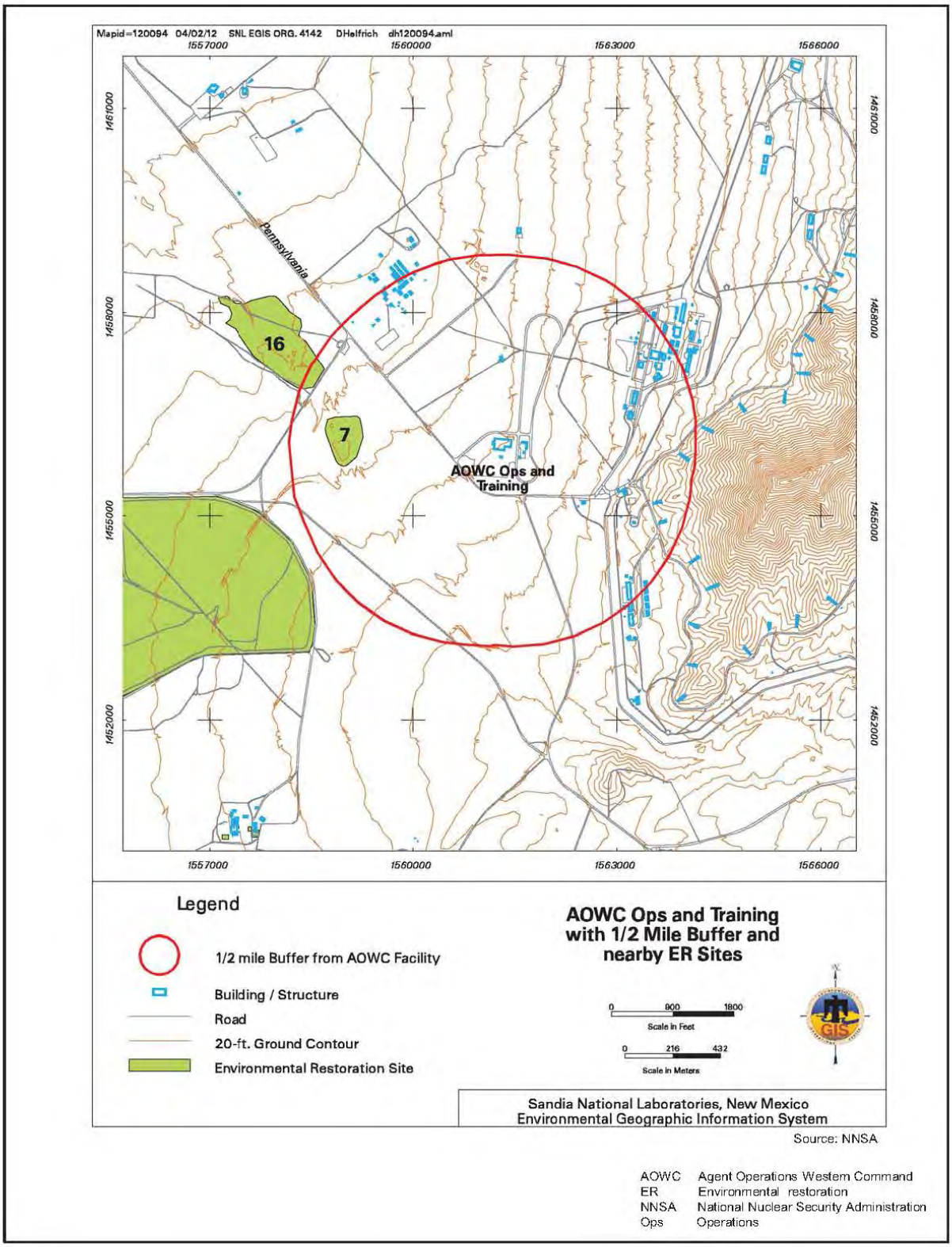

Figure 3-1. NNSA Restoration Sites near the Proposed Action Site

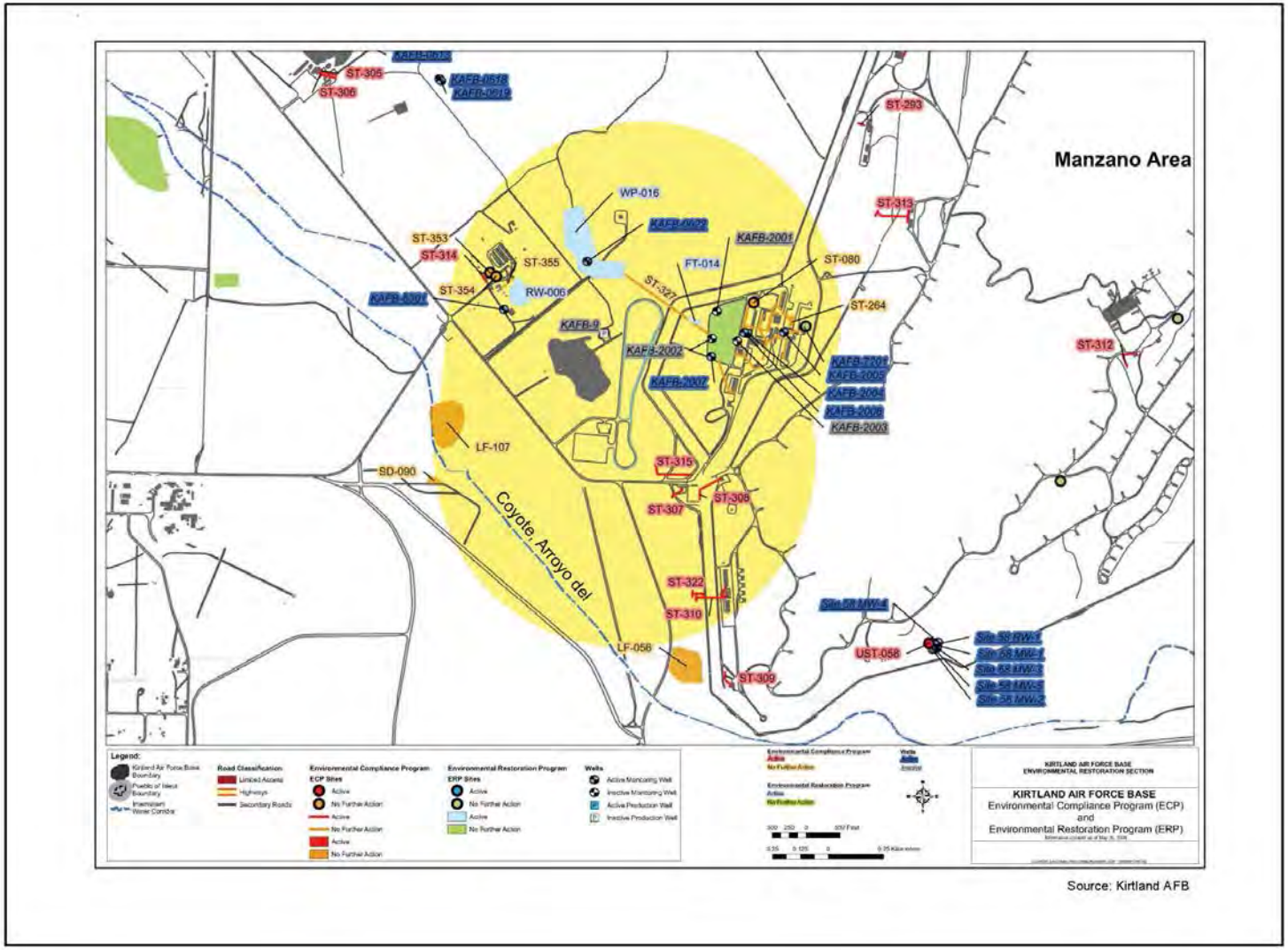

Figure 3-2. Kirtland AFB Restoration Sites near the Proposed Action Site

Septic systems (ST-308), Building 30101 Septic system (ST-307), Building 30124 Auto Hobby Shop (ST-80), Building 30142 Oil/Water Separator (ST-264), Building 48047 Septic System (ST-353), Sheep Grooming Septic Tank (ST-354), Building 48062 Septic System, and Manzano Sanitary Sewer System (ST-327) have been determined by NMED to require No Further Action. Buildings 37507/37508/37513 Septic Systems (ST-322/ST-310) have been approved by NMED for which corrective actions are complete without controls. Buildings 48056/48059 Septic Systems were denied a request to be removed from the Kirtland AFB Resource Conservation and Recovery Act Permit (KAFB Administrative Record).

3.9.2 Environmental Consequences

3.9.2.1 Proposed Action

Non-hazardous construction wastes would consist of solid waste such as packaging material, consisting of wooden crates, cardboard, and plastic; scrap material such as electrical wire, insulation, gypsum drywall, floor tiles, carpet, scrap metal, and empty adhesive and paint containers; as well as concrete debris. These wastes would be recycled through agreements with local contractors, or collected in roll-off bins located onsite, and transported to the Kirtland AFB landfill, as appropriate.

Hazardous Materials and Petroleum Products. No impacts from hazardous materials and petroleum products during construction would be expected. Contractors would be responsible for the management of hazardous materials and petroleum product usage, which would be handled in accordance with federal, state, and USAF regulations.

No hazardous materials or petroleum products, that are not currently being used, would be used during operation of the new facility; therefore, no impacts from hazardous materials and petroleum products during operations are expected.

Hazardous and Petroleum Waste. Minimal impacts would be expected from the generation of hazardous wastes during construction activities. It is anticipated that the quantity of hazardous wastes generated from proposed construction activities would be negligible and would not result in substantial impacts on the installation's hazardous waste management program. Contractors would be responsible for the disposal of hazardous wastes in accordance with federal and state laws and regulations, and the installation's Hazardous Waste Management Plan.

The operation and maintenance of the new facility would not result in a substantial increase in the type or quantity of hazardous and petroleum wastes. It is anticipated that the waste generation would increase only slightly, due to greater capacity of the facility, above the current 500 gallons of oil that are recycled and removed every 2 months from the VMF and the 50 batteries that are recycled per year. The new VMF would meet modern criteria for protection and use a newer, more efficient technology for screening oil such as vertical coalescing tubes. The slight increase in capacity, with a more efficient oil/water separating process would result in no net impacts on hazardous and petroleum waste management.

Environmental Restoration Program. Twelve of the ERP sites are not within the land use permit boundaries or in the sites being considered for facility consolidation within the land use permit (see Figure 2-3). Therefore, no impacts would be expected from those ERP sites during

construction and operations. Because No Further Action status has been approved for ERP ST-327, no impacts would be expected from this ERP site during any construction and operation of a facility.

3.9.2.2 No Action Alternative

Under the No Action Alternative, the Western Secure Transportation Center would not be constructed and existing conditions would remain. The NNSA would continue to use the AOWC and VMF/MEMF at their current locations, and no new sources of hazardous materials or petroleum products would occur. No construction waste would be generated. There would be no impacts from or to ERP sites under this alternative.

3.10 Infrastructure

Infrastructure consists of the systems and physical structures that enable a population in a specified area to function. Infrastructure is wholly human-made, with a high correlation between the type and extent of infrastructure and the degree to which an area is characterized as "urban" or developed. The availability of infrastructure and its capacity to support growth are generally regarded as essential to the economic growth of an area. NNSA shares most of the infrastructure at Kirtland AFB with the USAF. Much of the usage is combined and subsequently proportioned through a base support agreement between NNSA and the USAF. The infrastructure information in this section was primarily obtained from the *Kirtland AFB 2010 General Plan* (KAFB 2011a) and provides a brief overview of each infrastructure component and comments on its existing general condition. The infrastructure components discussed in this section include utilities and solid waste management.

3.10.1 Affected Environment

Electrical Systems. Kirtland AFB and NNSA purchase electrical power through Western Area Power Administration. A separate contract is established with the Public Service Company of New Mexico for network integration transmission service. All electricity to the installation comes through various switching stations on an approximately 80 million-volt amperes capacity electrical circuit (KAFB 2011a). There is adequate transmission capacity through Air Force Substation 11 to supply electricity to the proposed site and to supply energy to the USAF and NNSA on the base.

Natural Gas and Propane. The natural gas commodity for Kirtland AFB is purchased through the Defense Energy Support Center. The gas transportation contract is established through New Mexico Gas Company. The distribution lines on the base are owned by the Federal Government. There is adequate capacity on the 6-inch main (70 pounds per square inch) north of the proposed site to accommodate present and future gas needs.

Liquid Fuel. Liquid fuels are supplied to NNSA by contractors. The primary liquid fuels supplied include JP-8 (jet fuel), diesel, gasoline, and heating oil. All of these fuels are purchased in bulk, delivered to the NNSA facilities by tanker truck, and stored in various sized storage tanks at the NNSA facility. The primary use for liquid fuels by NNSA is to power land-based vehicles and NNSA aircraft; however, it is also used to a lesser extent to heat select buildings on the base (KAFB 2011a).

Water Supply Systems. Water is supplied to Kirtland AFB by six groundwater wells and two separate, but interconnected, distribution systems that have a collective water-pumping maximum of 9.3 million gallons per day (MGD). The installation pumps an average of 5.5 MGD of treated, potable water. NNSA facilities are included as part of this water distribution and usage system. Kirtland AFB has a Water Rights Agreement with the state of New Mexico that allows it to withdraw up to 6,000 acre-feet per year from the underground aquifer, which is equal to approximately 2 billion gallons of water (KAFB 2011a). In 2012, a total of approximately 877 million gallons of water were pumped from these wells (KAFB 2011e).

Kirtland AFB has the option to purchase water from the city of Albuquerque to meet demand during peak periods. Kirtland AFB purchased 0.167 million gallons during 2011 (KAFB 2011c). The maximum water supply capacity from the city of Albuquerque is 8.6 MGD, which results in a maximum total water supply to Kirtland AFB of 17.9 MGD. Kirtland AFB has a collective on-site storage capacity of approximately 5.5 million gallons (KAFB 2011a).

There is a 6-inch water main running to the north of the proposed site. This main has enough capacity to meet the domestic needs of the proposed site. For emergency fire suppression needs, water tanks/towers would need to be constructed.

Sanitary Sewer/Wastewater Systems. Kirtland AFB does not have its own sewage treatment facility. The sanitary sewer system of Kirtland AFB consists of approximately 92 miles of collection mains. Sanitary wastewater from Kirtland AFB is collected by the installation sanitary sewer system which is connected to the city of Albuquerque which then transports the wastewater to the city of Albuquerque treatment facility. Kirtland AFB discharges approximately 1.2 MGD through the sanitary sewer system (KAFB 2011a). NNSA facilities are also included in this collection system. The 8-inch sanitary sewer main that runs along Pennsylvania Street is accessible from the Proposed Action site and has adequate capacity to support the proposed buildings. The existing AOWC and VMF/MEMF are connected to the sanitary sewer for wastewater disposal discharged under the Kirtland AFB permit.

Storm Water Systems. In the developed portions of Kirtland AFB, man-made storm water drainage systems, which include gutters, culverts, ditches, and underground piping, direct storm water to receiving channels and basins (KAFB 2011a). In less-developed portions of Kirtland AFB which includes the location of the AOWC, man-made storm water drainage systems have not been installed, and storm water drains by sheet flow to various natural drainage ways. At the AOWC, local storm water collection features have been installed but they in turn are dispersed to natural hydrogeologic features that drain into nearby arroyos.

Solid Waste Management. Solid waste generated at Kirtland AFB, which includes generation from NNSA activities, is collected by a contractor and disposed of at the city of Albuquerque's Cerro Colorado Landfill. The landfill is off-installation in the city of Albuquerque and is operated by the city. From 2011 to 2012, Kirtland AFB sent an average of 2,100 tons of solid waste per year to the city-owned landfill (KAFB 2012c).

Kirtland AFB operates a construction and demolition waste-only landfill on the installation. This landfill accepts only construction and demolition waste from permitted contractors working on

the installation and has a total net capacity of 7,165,620 cubic yards. As of December 2012, the remaining capacity of this landfill was 4,923,787 cubic yards. From 2011 to 2012, Kirtland AFB accepted an annual average of 25,200 tons of construction and demolition waste. Of that number, 16,250 tons came from Kirtland AFB activities and the remaining 8,950 tons came from DOE construction and demolition waste (KAFB 2012c).

Kirtland AFB provides the installation with a recycling service as part of its Qualified Recycling Program (QRP). This service collects white paper, mixed paper, shredded paper, toner cartridges, plastic numbers 1 and 2, aluminum, corrugated cardboard, and scrap metals. NNSA participates in this program primarily in cardboard recycling. During fiscal years 2011 and 2012, the QRP diverted 37 percent of their waste (KAFB 2012c).

3.10.2 Environmental Consequences

3.10.2.1 Proposed Action

Utilities, consisting of natural gas, electricity, sanitary sewer, and water, are supplied to DOE facilities through the Kirtland AFB infrastructure to the current OST facilities. These same resources would be used under the Proposed Action for the consolidated Western Secure Transportation Center; however, modern facilities would likely reduce utility usage from the current levels as required by EO 13514. All new buildings built under this proposed action would be built according to the *Guiding Principles for Federal Leadership in High Performance and Sustainable Buildings*. The planned replacement facility designs are predicted to result in increased efficiencies over the older existing facilities. The construction contractor will also be encouraged to provide efficiency cost saving recommendations in the proposal. The Proposed Action will likely use alternative energy in some areas such as photovoltaic parking lights.

Discussions with both Kirtland AFB and NNSA utility engineers confirmed that there is adequate capacity in the base's utility infrastructure to accommodate increased usage if it were needed (Warren 2012). New facilities could connect to existing distribution lines/pipes at the proposed site. Construction of the Western Secure Transportation Center would involve the addition of one, sectioned aboveground storage tank for liquid fuel. The VMF currently fuels both OST and SNL/NM vehicles. Under the Proposed Action, there would not be an increase in fuel usage as OST vehicles would be fueled at a new facility; however, an increase in fuel storage would occur. Construction contractors would use liquid fuel for their vehicles and equipment and may have a liquid fuel storage tank on site during construction and demolition activities; however, this would not affect Kirtland AFB's liquid fuel supply because it would come from off-installation.

Implementation of the Proposed Action would require ground disturbance as heavy equipment would clear, grade, and contour land surfaces. These activities could temporarily affect natural and man-made storm water drainage features. Use of BMPs would minimize impacts on storm water systems (see Section 3.5.2.1, Water Resources, for additional information regarding storm water BMPs).

Construction of the proposed new Western Secure Transportation Center would generate approximately 178 tons of construction waste (USEPA 1998). To reduce the amount of waste disposed at the landfill, materials that could be recycled or reused would be diverted from

landfills to the greatest extent possible. Site-generated scrap metals, wiring, clean ductwork, and structural steel would be separated and recycled off site by the contractor. Clean fill material, ground-up asphalt, and broken-up cement would be diverted from the landfills and reused whenever possible.

Nonhazardous construction and demolition waste that is not recyclable or reusable would be transported to the Kirtland AFB construction and demolition waste landfill for disposal. This would result in an adverse impact on the solid waste management resources; however, these impacts would be expected to be less than significant since construction waste would represent less than 1 percent of the annual disposal at the site. Receptacles would be provided for municipal solid waste generated by operational activity. Municipal solid waste would be transported to the Cerro Colorado Landfill.

3.10.2.2 No Action Alternative

The No Action Alternative would result in the continuation of the existing conditions of infrastructure resources, as discussed in Section 3.10.1. The implementation of the No Action Alternative would result in the continuation of inefficiencies in heating, cooling, ventilating, and electricity, and no use of alternative energies such as photovoltaics. Therefore, less than significant adverse impacts on infrastructure and utilities would be expected from the No Action Alternative.

3.11 Transportation

3.11.1 Affected Environment

Currently the VMF/MEMF is located on 12th Street SE between H Avenue SE and Frost Avenue SE, 5 miles north of the current AOWC facility. Trucks leaving the VMF/MEMF for the AOWC travel north on 12th Street SE, west on Frost Avenue SE, and then south on Wyoming Boulevard to Pennsylvania Street. The AOWC is accessed by traveling east on Pennsylvania Street. These roads are all paved, two-lane roads maintained by Kirtland AFB. Approximately 357 vehicles are serviced annually at the VMF, which is equivalent to two trips per day. All OST convoys start with a full pre-trip mechanical and electronic inspection of each convoy vehicle; therefore, each vehicle travels 10 miles round-trip between the VMF and AOWC under the current operating conditions.

3.11.2 Environmental Consequences

3.11.2.1 Proposed Action

Construction impacts to existing transportation resources would be temporary and mainly localized (that is, impacts would be limited to the proximity of the project site areas under construction at any point in time). The temporary increase of construction employees at Kirtland AFB would represent a small increase in the total number of persons working on Kirtland AFB. There would be no noticeable transportation impacts to the local community as all workers would be coming from within the local community, and the entire site plan would be broken down into small construction projects. Construction and worker vehicles would add to existing local traffic and would potentially cause higher traffic noise along the routes. The

Western Secure Transportation Center is located in a more remote area of Kirtland AFB; therefore, impacts to the existing traffic flow are expected to be minimal due to the low volume of traffic currently in the area.

Co-location of the VMF and the AOWC would provide beneficial impacts by eliminating the need for 357 vehicles traveling on the roadways, some of which are congested. Although there could be an increase of approximately 30 agents at the Western Secure Transportation Center, this impact to transportation would be minor. With the relocation of headquarters personnel there would be an increase in traffic along the southern portion of Pennsylvania Street but the impact would be negligible due to the low traffic flow currently in the area.

3.11.2.2 No Action Alternative

Under the No Action Alternative, the Western Secure Transportation Center would not be constructed and existing conditions would remain. Vehicles would continue to travel between the VMF and AOWC, and congestion of the roads would likely continue.

3.12 Safety and Occupational Health

3.12.1 Affected Environment

The OST performs all activities in accordance with the DOE, state and federal Environmental, Safety and Health (ES&H) regulations and requirements. For all activities on Kirtland AFB, OST also adheres to all applicable AFIs and Kirtland AFB requirements. Storage of explosives and munitions are part of the OST mission and training programs. The DOE applies the same quantity-distance criteria as the USAF for storage of explosives and munitions. The DOE's Explosives and Safety Manual (DOE 2006) requires that quantity-distance be in accordance with the DOD 6055.9 STD, *DoD Ammunition and Explosives Safety Standards* (NNSA 2004). In addition, secure aboveground magazines should be ventilated and resistant to water, fire, and, theft and shall be sited per DOD 6055.9-STD as aboveground magazines (DOE 2006).

3.12.2 Environmental Consequences

3.12.2.1 Proposed Action

The NNSA would be responsible for all ES&H review and regulatory compliance requirements related to activities conducted at the Proposed Action site. All construction activities would be performed in accordance with all Occupational Safety and Health Administration requirements. The Proposed Action is not expected to result in an adverse effect on the health of construction workers. Exposure to various hazards or injuries is possible during construction and can range from relatively minor adverse impacts (for example, bruises, sprains, and cuts) to major (for example, broken bone or fatalities). To prevent serious injuries, construction contractors are required to submit and adhere to a contractor safety plan. Appropriate PPE programs would be incorporated into the contractor safety plan and would involve the use of such PPE as gloves, hard hats, hard-toed boots, and hearing and eye protection.

A relatively low health risk to the agents and support staff in an office environment exists under normal operating conditions for the AOWC. The secure explosive storage containers would be

used for storage of Hazard Class 1, Division 1, 3, and 4 materials. The 1.1 materials represent a mass detonation risk. The 1.2.2 materials present primarily a fragment hazard. The impacts of initiation of the 1.3 materials are a mass fire of the contents, whereas 1.4 materials are listed as having a moderate fire effect (DOE 2006). The quantity-distance for storage of these materials is well characterized and siting would be in accordance with that criteria. The impacts on an individual from burning of 1.3 and 1.4 materials are primarily thermal, with no blast or fragmentation exposure. The thermal impacts are limited by the application of the prescribed distance (NNSA 2004).

The maximum amount of explosives permitted to be stored in a location is determined by the application of the quantity-distance mathematical formula. Operation requirements may dictate a lower amount, but the maximum permitted is determined by the tried and true methods employed within the DOD and the DOE communities (NNSA 2004). Approximately 10,000 pounds of explosive are expected to be stored at the site and fall within the permitted maximum.

The construction and use of the proposed Western Secure Transportation Center would improve the health and safety of OST personnel, resulting in long-term, beneficial impacts. OST personnel would no longer be subject to inadequate space and outdated buildings. The newer VMF/MEMF would have lifts for working on vehicles which could reduce potential injuries. In addition, consolidating the activities into one location would reduce the amount of traffic and movement of vehicles between the facilities thus reducing potential vehicular accidents.

The proposed location for the Western Secure Transportation Center is a remote location within Kirtland AFB; therefore, no effect on public health and safety from implementation of the Proposed Action is expected.

3.12.2.2 No Action Alternative

Under the No Action Alternative, the Western Secure Transportation Center would not be constructed and existing conditions would remain. No new or additional impact to safety or occupational health would occur.

3.13 Socioeconomics and Environmental Justice

Socioeconomics. Socioeconomics is the relationship between economics and social elements such as population levels and economic activity. This section describes the existing socioeconomic conditions for Albuquerque and Bernalillo County which provide the necessary goods and services to Kirtland AFB and the surrounding community, including food, gasoline, construction materials and services, and miscellaneous supplies. Socioeconomic factors include economic development, demographics, housing, and public services. Socioeconomic factors for the area were compared to those for the state of New Mexico.

Environmental Justice. Environmental justice is the fair treatment for people of all races, cultures, and incomes, regarding the development and implementation (or lack thereof) of environmental laws, regulations, and policies. EO 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations*, directs federal agencies to address environmental and human health conditions in minority and low-income communities. A memorandum from former President Clinton concerning EO 12898 stated that

federal agencies would collect and analyze information concerning a project's impacts on minorities or low-income groups when required by NEPA. If such investigations find that minority or low-income groups experience a disproportionate adverse impact, then avoidance or mitigation measures are necessary.

Children's Environmental Health and Safety Risks. EO 13045, *Protection of Children from Environmental Health Risks and Safety Risks*, states that each federal agency "(a) shall make it a high priority to identify and assess environmental health risks and safety risks that may disproportionately affect children; and (b) shall ensure that its policies, programs, activities, and standards address disproportionate risks to children that result from environmental health risks or safety risks."

3.13.1 Affected Environment

3.13.1.1 Demographics

The state of New Mexico's population totaled 2,059,179 in 2010. The population of Bernalillo County was 662,564 in 2010, representing 32 percent of the total population for the state of New Mexico. Based on 2000 and 2010 U.S. Census data, the population of Bernalillo County grew 19 percent from 2000 to 2010, while during this same time period Albuquerque grew by 21.7 percent. The growth rate of population in Albuquerque was much greater than the growth rate of the state of New Mexico (13.2 percent) over the same time period (Table 3-10) (U.S. Census Bureau 2012a and 2012b).

Table 3-10. Regional Population and Education

Area	2000 Population	2010 Population	Population Trend 2000-2010 (%)	High School Graduates (%)[a]	Bachelor Degree or Higher (%)[a]
New Mexico	1,819,046	2,059,179	+13.2	83.0	25.2
Bernalillo County	556,678	662,564	+19.0	86.6	31.3
Albuquerque	448,607	545,852	+21.7	87.3	32.0

Source: U.S. Census Bureau 2012a and 2012b
[a] Based on 3-year average (2008-2010)

According to the 2008-2010 U.S. Census estimates, Bernalillo County and Albuquerque had similar percentages of high school graduates (U.S. Census Bureau 2012b). The percentage of individuals with a Bachelor's Degree or higher was higher for the county and city of Albuquerque than the state.

3.13.1.2 Economic Development

The total labor force within the state of New Mexico was 975,670 and the total labor force within Bernalillo County was 340,881 for the period of 2008-2010 (U.S. Census Bureau 2012b). Statistics from the 2008-2010 U.S. Census period indicate that the average per capita income was lower for New Mexico than for the city of Albuquerque and Bernalillo County as was the median household income (Table 3-11). Bernalillo County's average annual unemployment rate for the 2008-2010 period was 7.0 percent, which was similar to the state's rate of 8.1 percent.

Table 3-11 displays selected income characteristics for New Mexico, Albuquerque, and Bernalillo County.

Table 3-11. Regional Income Statistics (2008-2010)

Area	Workforce	Per Capita Income ($)	Median Household Income ($)	Unemployment Rate (%)
New Mexico	975,670	22,789	43,569	8.1
Bernalillo County	340,881	25,811	47,394	7.0
Albuquerque	284,593	26,612	46,532	6.9

Source: U.S. Census Bureau 2012c

The top three industry sectors within New Mexico, Bernalillo County, and the city of Albuquerque are similar in each area with educational services, health care, and social assistance as the top industries (Table 3-12) (U.S. Census Bureau 2012b). The top three occupations were similar in all three areas (Table 3-12).

Table 3-12. Regional Employment Statistics (2008-2010)

Area	Top Three Industries (%)	Top Three Occupations (%)
New Mexico	1 – Educational services, and health care and social assistance (24.1) 2– Retail trade (11.7) 3 – Professional, scientific, and management, and administrative and waste management services (10.5)	1 – Management, business, science, and arts occupations (39.1) 2 – Sales and office occupations (25.1) 3 – Service occupations (18.4)
Bernalillo County	1 – Educational services, and health care and social assistance (24.2) 2 – Professional, scientific, and management, and administrative and waste management services (13.3) 3 – Retail trade (11.3)	1 – Management, professional, and related occupations (34.6) 2 – Sales and office occupations (24.1) 3 – Service occupations (19.6)
Albuquerque	1 – Educational services, and health care and social assistance (24.2) 2 – Professional, scientific, and management, and administrative and waste management services (13.2) 3 – Retail trade (11.4)	1 – Management, professional, and related occupations (39.0) 2 – Sales and office occupations (25.6) 3 – Service occupations (18.4)

Source: U.S. Census Bureau 2012b

3.13.1.3 Housing

Bernalillo County and the city of Albuquerque had greater housing occupancy rates than the state's rates. Housing statistics within the region reveal that the median home value was significantly lower in the state than in the county or city of Albuquerque. Selected housing characteristics related to occupancy status and median house values are presented in Table 3-13.

Table 3-13. Regional Housing Characteristics (2008-2010)

Area	Number of Housing Units	Occupied Houses (%)	Owner-Occupied (%)	Renter-Occupied (%)	Median Value ($)
New Mexico	896,962	84.7	69.0	31.0	163,300
Bernalillo County	283,482	92.1	63.8	36.2	194,900
Albuquerque	238,557	92.2	60.7	39.3	195,000

Source: U.S. Census Bureau 2012c

3.13.1.4 Environmental Justice

The initial step in the environmental justice analysis process is the identification of minority populations and low-income populations that might be affected by implementation of the proposed action or alternatives. For environmental justice considerations, these populations are defined as individuals or groups of individuals, which are subject to an actual or potential health, economic, or environmental threat arising from existing or proposed federal actions and policies. Low income, or the poverty threshold, is defined as the aggregate annual mean income for a family of four correlating to $22,050 or for a family of three correlating to $18,310 in 2010 (Department of Health and Human Services 2011).

According to the U.S. Census, the percentage of minority populations, when considering a single race, within Bernalillo County and New Mexico was higher than the nation's as a whole. Bernalillo County's minority population accounted for 26.2 percent of total population declaring a single race, while the minority population of the state was 27.9 percent. The national percentage of population considered minority during the same time was lower, at 24.7 percent (U.S. Census Bureau 2012d). Residents identifying themselves as American Indian and Alaska Native, Black/African American, and some other race were the top three categories comprising the minority population in both the state and county. In the city of Albuquerque, 46.7 percent of the population is Hispanic and 4.6 percent is Native American. New Mexico has a higher percentage population of Native Americans (9.4 percent); however, the Hispanic population is similar to the city and county percentiles.

The U.S. Census Bureau (U.S. Census Bureau 2012b) estimates 18.7 percent of individuals in the state of New Mexico were below poverty level compared to 16.0 percent in Bernalillo County. Poverty rates for Albuquerque were slightly higher (16.3 percent) than those within Bernalillo County.

3.13.2 Environmental Consequences

3.13.2.1 Proposed Action

Changes to the existing socioeconomic baseline conditions in Albuquerque and Bernalillo County would be negligible as a result of the Proposed Action. Construction of the proposed project would employ workers for the duration of construction potentially up to 12 months. It is expected that these workers would be hired from the available labor pool in the project area, which could absorb this demand without negatively impacting labor availability. Because the number of construction workers is likely to be relatively small, impacts on the local economy and housing market would be negligible. Project operations are expected to result in a potential

increase in 30 agents. This would result in a negligible, beneficial impact on the regional economy by providing additional employment opportunities and increasing indirect spending on local businesses. Indirect beneficial impacts would result from the increase in payroll tax revenues, purchase of materials, and purchase of goods and services in the area.

The city of Albuquerque and Bernalillo County contain elevated minority and low-income populations in comparison to the United States, but similar to the state of New Mexico (see Section 3.13.1.4). Construction activities would occur in relatively isolated areas of the installation and would have negligible, if any, off-site impacts. Operations under the Proposed Action would be primarily existing operations on Kirtland AFB consolidated to a single, remote location and these facilities are non-radiological and non-nuclear. Therefore no minority or youth populations would be disproportionately impacted by the Proposed Action.

3.13.2.2 No Action Alternative

Under the No Action Alternative, the construction, operation, and maintenance of the proposed new Western Secure Transportation Center would not occur. No impacts on socioeconomics would be expected as no additional jobs would be created, expenditures for goods and services to maintain the existing facilities would be minimal, and there would be no increase in tax revenues as a result of employee wages and sales receipts. Also, impacts on environmental justice and protection of children would not occur as the existing AOWC and VMF/MEMF would continue to operate under current conditions.

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4.0 CUMULATIVE IMPACTS

Cumulative impacts are those potential environmental impacts that result "from the incremental impacts of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time" (40 CFR 1508.7). Informed decision-making is served by consideration of cumulative impacts resulting from projects that are proposed, under construction, recently completed, or anticipated to be implemented in the reasonably foreseeable future. Reasonably foreseeable future actions consist of activities that have been approved and can be evaluated with respect to their impacts.

This section briefly summarizes past, current, and reasonably foreseeable future projects within the same general geographic time and space as the Proposed Action. The geographic scope of analysis varies by resource area. For example, the geographic scope or region of influence (ROI) of cumulative impacts on noise, geology and soils, and safety is very narrow and focused on the location of the resource. The ROI of land use, air quality, infrastructure, and socioeconomics is much broader.

The past, present, and reasonably foreseeable projects, identified below, are the other actions that exist in time and in the ROI that when combined with the proposed action or no action make up the cumulative impact's analysis. In accordance with CEQ guidance, the current effects of past actions are considered in aggregate as appropriate for each resource without delving into the historical details of individual past actions. The time frame in which effects could be expected to occur is 5 years. Kirtland AFB considers the geographical extent for activities to be installation wide.

4.1 Past Actions

Kirtland AFB has been used for military missions since the 1930s and has continuously been developed as DOD missions, needs, organization, and strategies have evolved. DOE facilities within the base include SNL/NM, Albuquerque Complex (formerly the Albuquerque Operations Office), OST and Aviation Operations, National Training Center, Lovelace Respiratory Research Institute, and Kirtland Operations (NC-135 Site). Development and operation of the installation has impacted thousands of acres with synergistic and cumulative impacts on soil, wildlife habitats, water quality, and noise. Beneficial impacts, too, have resulted from the operation and management of Kirtland AFB, including increased employment and income for Bernalillo County, the city of Albuquerque, and its surrounding communities; restoration and enhancement of sensitive resources such as the Coyote Springs wetland area; consumptive and non-consumptive recreation opportunities; and increased knowledge of the history and pre-history of the region through numerous cultural resources surveys and studies (KAFB 2006). Management and operation of the DOE facilities has also provided numerous beneficial impacts for socioeconomics.

4.2 Present and Reasonably Foreseeable Actions

The Western Secure Transportation Center is a phased construction project that may take years to complete pending budget and USAF approval. The site is relatively isolated within Kirtland AFB with only the current Military Working Dog Facility, the DOE National Training Center, and Fire Station 3 within 0.5 mile of the proposed construction project. The impacts of the proposed project are generally minor and localized (Chapter 3). There are no state or private holdings in the area. Other activities, such as the Kirtland golf course, are isolated and scattered more than a mile from the proposed facility. The DOE National Training Center provides classroom like training and professional development to the security personnel throughout DOE. The Kirtland AFB operations are self-explanatory. Operation and maintenance of these facilities have negligible impacts on the environment beyond their site boundaries and therefore would have little contribution, if any, to cumulative impacts associated with the Proposed Action or no action.

In 2004, DOE prepared an EA for Kirtland AFB to analyze the impacts from the construction and operation of the current OTF. No construction activities other than the Western Secure Transportation Center are planned by DOE to take place in the next few years in the immediate vicinity of the proposed project. Kirtland AFB proposes demolition activities at the current Military Working Dog Facility and Fire Station 3 (Building 30116) anticipated to occur in fiscal year 2017 as part of the New Military Working Dog Facility and Replacement of Fire Station 3 projects listed in Table 4-1. The proposed demolition activities will occur within 0.5 miles of the Proposed Action location.

Kirtland AFB is a large military installation that is continually evolving. Projects that were examined for potential cumulative impacts are included in Table 4-1. These projects include the construction of facilities totaling approximately 681,599 square feet and the demolition of substandard facilities totaling approximately 685,672 square feet, resulting in a decrease of approximately 4,073 square feet of outdated, inefficient building space on the installation. Overall, implementation of the Proposed Action in relation to other past, present, and reasonably foreseeable actions at Kirtland AFB would not result in cumulative impacts to air quality; geology, topography, and soils; water resources; biological resources; cultural resources; noise; hazardous materials and waste management; infrastructure; transportation; safety and occupational health; and socioeconomics and environmental justice.

Table 4-1. Present and Reasonably Foreseeable Actions at Kirtland AFB

Project Name	Description
Hercules Tanker Recapitalization	The 58th Special Operations Wing proposed to recapitalize existing Special Operations Force (SOF) tanker aircraft and flight simulators and increase the number of their training fleet. Existing HC/MC-130P/N fixed-wing tanker planes and flight simulators are approaching their service life limits and need to be replaced. The SOF training force would increase by four tanker planes and one flight simulator. By fiscal year 2023, SOF personnel would increase by 171 and the average daily student population would increase by 37. As part of this project, six military construction projects are planned for the installation totaling 146,440 square feet.

Project Name	Description
Manzano Small Arms Range (formerly Heavy Weapons Range)	The 377 ABW proposes to establish and use a small arms range in the southeastern section of Kirtland AFB, approximately 0.25 miles east of the Starfire Optical Range facilities along Mount Washington Road. The proposed range will encompass the existing M60 range. It will include two firing positions and firing lines and will use the existing targets at the M60 range. Firing distance will be approximately 7,300 feet. Firing position two will be used for sniper heavy weapons (0.50 caliber) and will fire in a more southerly direction to the existing target area, approximately 3,800 feet.
Construct New Hot Cargo Pad	The 377 ABW proposes to construct, operate, and maintain a hot cargo pad at Kirtland AFB to ensure reliable support and backup for the existing hot cargo pad (Pad 5). Other components include construction of a new taxiway to the proposed hot cargo pad; replacement of the deteriorating taxiway to Pad 5; addition of new and relocation of existing anti-ram barriers, defensive fighting positions, and personal shelters surrounding the proposed hot cargo pad and Pad 5; addition of new lighting at the proposed hot cargo pad and Pad 5; and removal of existing lighting at Pad 5. The new pad will consist of 18-inch Portland cement concrete and will add additional 6-inch asphalt taxiway to the existing taxiway at Pad 5. The new pad will adjoin the existing Pad 5 to minimize enlargement of the clear zone and impacts on other critical facilities.
Construction and Demolition of Military Support Facilities	Kirtland AFB proposes to demolish and construct several military personnel support facilities in the developed area in the northwestern portion of the installation. The areas include the Visiting Officer Quarters Complex, the Main Enlisted Dormitory Campus, the Noncommissioned Officer Academy, and Dormitory Campus 2. This project would include the demolition of facilities totaling approximately 498,000 square feet and construction of facilities totaling approximately 389,000 square feet, resulting in a decrease of approximately 109,000 square feet of building space on the installation.
Construct New Military Working Dog Facility	Kirtland AFB proposes to construct a new Military Working Dog facility. The proposed facility will consist of 14 indoor/outdoor kennels, 4 isolation kennels, storage and staff space, restrooms, food storage room, a covered walkway, and a veterinarian examining room, totaling 8,000 square feet. A parking area with 25 spaces and new access roads will also be constructed as part of the project. Demolition of facilities totaling 2,520 square feet will also be included in this project, resulting in an increase of 5,480 square feet of building space on the installation.
Replacement of Fire Station 3	377 ABW proposes to construct, operate, and maintain a new Fire Station 3 just south of the intersection of Pennsylvania Street and Power Line Road. The facility would be approximately 7,320 square feet and consist of a one-story structure with three high-bay, drive-through apparatus stalls; separate men's and women's restrooms with lockers and showers; separate men's and women's sleeping rooms; a separate captain's sleeping room and restroom; and a day room with a kitchen. Demolition of the existing Fire Station 3 (Building 30116), which is approximately 4,312 square feet, would be accomplished upon completion of the new Fire Station 3. This would result in an increase of 3,008 square feet of building space on the installation.
498th Nuclear System Wing Facility	Kirtland AFB proposes to construct a 32,400-square-foot facility to house the newly formed 498th Nuclear Systems Wing. This facility will be a two-story, steel-framed structure with reinforced concrete foundation, floors, and reinforced masonry walls. The construction further includes tying into utilities and communications and parking for 120 vehicles. The facility will accommodate approximately 200 personnel. The new facility location is proposed between G and H Avenues west of Wyoming Boulevard directly behind the Nuclear Weapons Center (Building 20325).

Project Name	Description
Air Force Nuclear Weapons Center Sustainment Center	Kirtland AFB proposes to construct a 15,946-square-foot sustainment center for the Nuclear Weapons Center. This facility will be a two-story, steel-framed structure built as a Sensitive Compartmented Information Facility with reinforced concrete foundation, floors, and reinforced masonry walls. The construction further includes tying into utilities and communications and parking for vehicles. The facility will accommodate approximately 36 personnel. The new facility location is proposed between G and H Avenues west of Wyoming Boulevard directly behind the Nuclear Weapons Center (Building 20325) and south of the proposed 498th Nuclear Systems Wing facility.
Building Demolition at Kirtland AFB	The 377 ABW proposes to demolish 23 buildings (approximately 105,000 square feet) on Kirtland AFB to make space available for future construction and to fulfill its mission as installation host through better site utilization. None of the buildings proposed for demolition are currently occupied or used by installation personnel. General demolition activities will include removing foundations, floor, wall, ceiling, and roofing materials; removing electrical substations providing power to these facilities; and removing, capping, and rerouting sewer, gas, water, and steam lines outside of the work areas. Equipment such as bulldozers, backhoes, front-end loaders, dump trucks, tractor-trailers, and generators will be required to support the proposed demolition activities.
Security Forces Complex	The 377 ABW proposes to construct, operate, and maintain a 42,500 square foot security forces complex at Kirtland AFB to provide adequate space and modern facilities to house all 377 Security Forces Squadron administrative and support functions in a consolidated location. The 377 Security Forces Squadron functions that will be transferred to the new security forces complex include a base operations center with command and control facility, administration and office space, training rooms, auditorium or assembly room, guard mount, hardened armory for weapons and ammunition storage, confinement facilities, law enforcement, logistics warehouse, general storage, vehicle garage with maintenance area, and associated communications functions. One existing building (879 square feet) within the footprint of the security forces complex will be demolished. This project will result in an increase of 41,621 square feet of building space on the installation.
21st Explosive Ordnance Disposal (EOD) Company Expansion	The 21st EOD Company is conducting facility expansion and site improvements for the 21st EOD Weapons of Mass Destruction Company Complex at Kirtland AFB. 21st EOD Company currently operates from a 90-acre property leased by the Army within Kirtland AFB. The current site has seven structures, six of which are substandard and do not have adequate fire protection. 21st EOD Company is expanding this site to a total of 280 acres, adding three permanent structures totaling 40,000 square feet, demolishing five of the six substandard structures (75,000 square feet), adding two temporary storage containers, tying in to nearby utilities, constructing water tanks for fire suppression, and constructing several concrete pads for training tasks. This project will result in a decrease of 35,000 square feet of building space on the installation.

4.3 Cumulative Impact Analysis by Resource Area

4.3.1 Air Quality

The Proposed Action would result in low levels of air emissions below regulatory thresholds and would not be regionally significant, and the consolidation of the AOWC and VMF/MEMF would reduce greenhouse gas emissions. Construction of the Western Secure Transportation Center would cause short-term cumulative impacts if construction and demolition activities for the Military Working Dog Facility and Fire Station 3 occurred simultaneously. A temporary increase in vehicle traffic, and the resulting increase in vehicle emissions, would occur during construction due to truck traffic and the private vehicles of construction workers. However, the construction activities would not be expected to produce a cumulative degradation of ambient air

quality and are likely to be temporally segregated. Combined with other past, present, and reasonably foreseeable future actions, the Proposed Action would have temporary and localized impacts on air quality and would not contribute significantly to cumulative impacts. Under the No Action Alternative, there would be no incremental impact to the resource when added to other past, present, and reasonably foreseeable future actions since there would be no consolidation of operations or new construction.

4.3.2 Geology, Topography, and Soils

Past actions involving human-induced land disturbances have cumulatively impacted soils at Kirtland AFB as a result of natural mission support, road construction, and residential and industrial development. Additional minor cumulative impacts to soils would occur from the construction activities on Kirtland AFB as land is converted to impervious surfaces. Onsite soil erosion may occur; however, implementation of a SWPPP and standard BMPs would minimize erosion and potential cumulative impacts to soil. Facility designs would avoid interrupting natural and existing surface water drainages where practicable to reduce the impact from soil compaction on topography and drainage patterns. No impacts from geologic hazards would be expected. The Proposed Action, when combined with other past, present, and reasonably foreseeable projects at Kirtland AFB, would not result in significant adverse cumulative impacts on geology and soils. Under the No Action Alternative, there would be no incremental impact to the resource when added to other past, present, and reasonably foreseeable future actions since there would be no consolidation of operations or new construction.

4.3.3 Water Resources

The Proposed Action and future actions would create ground disturbance on a small scale, which could increase storm water runoff and erosion potential during heavy precipitation events. Implementation of BMPs and post construction restabilization and revegetation would reduce storm water runoff and erosion potential; therefore, adverse impacts on surface waters would be minor. Storm water runoff from the Proposed Action and other projects would be subject to the terms and conditions of the USEPA proposed watershed permit; therefore, minor, long-term, adverse impacts on water resources from storm water runoff due to increased impervious surfaces would be expected. Under the No Action Alternative, there would be no incremental impact to the resource when added to other past, present, and reasonably foreseeable future actions since there would be no consolidation of operations or new construction.

4.3.4 Biological Resources

Present and reasonably foreseeable future actions at Kirtland AFB include new construction and will cause ground disturbance. However, the Proposed Action and future actions all occur in areas that have either been previously disturbed or areas that do not contain much vegetation or important biological habitats; therefore, these actions would not be expected to adversely impact vegetation or wildlife habitats. No federally listed species occur in the area. If burrowing owls are present, construction activities would only commence after the owls have migrated from the area. Overall, cumulative impacts of implementation of the Proposed Action and other past, present, and reasonably foreseeable actions at Kirtland AFB on the biological resources of the area would be negligible. Under the No Action Alternative, there would be no incremental impact to the resource when added to other past, present, and reasonably foreseeable future

actions since there would be no consolidation of operations or new construction.

4.3.5 Cultural Resources

No archaeological sites have been identified within the APE of the Proposed Action. Three not eligible and one eligible site exist within 1 mile of proposed project area. These sites will not be impacted by the proposed project as they are not located within the boundaries of the Proposed Action. Therefore, implementation of the Proposed Action is not expected to have a significant impact on cultural resources. The cumulative impacts of the Proposed Action when combined with other ongoing and proposed projects on Kirtland AFB, when considering the condition of the structures and the potential disturbances to cultural resources, would be less than a significant. Because there are no cultural resources within the footprint of the proposed Western Secure Transportation Center, the impacts of the Proposed Action, when combined with other ongoing and proposed projects on Kirtland AFB, would not result in significant cumulative impacts. Under the No Action Alternative, there would be no incremental impact to the resource when added to other past, present, and reasonably foreseeable future actions since there would be no consolidation of operations or new construction.

4.3.6 Noise

Short-term, adverse, cumulative impacts from noise could occur if the construction of the new Fire Station 3 and the Working Dog Facility occur simultaneously with the construction of the Western Secure Transportation Center. The cumulative impact of past, present, and reasonably foreseeable future actions on noise would be dominated by present and reasonably foreseeable future actions because noise does not accumulate. Cumulative impacts from operation of the Western Secure Transportation Center and other past, present, and reasonably foreseeable actions would not occur since the projects would be separated temporally and minimal increases of ambient noise are likely to occur. Under the No Action Alternative, there would be no incremental impact to the resource when added to other past, present, and reasonably foreseeable future actions since there would be no consolidation of operations or new construction.

4.3.7 Hazardous Materials and Waste Management

Implementation of the Proposed Action and other reasonably foreseeable projects would not be expected to result in adverse cumulative impacts on hazardous materials and waste management. The Proposed Action would result in an increase in the use and generation of hazardous materials and wastes; however, all materials would be handled and disposed of appropriately. Future projects would incorporate measures to limit or control hazardous materials and waste into their design and operation plans. Since there are no active ERP sites in the area, there would be no impacts from or to an ERP site from the proposed project. Therefore, the impacts from the Proposed Action, when combined with other ongoing and proposed projects on Kirtland AFB, would not result in significant cumulative impacts. Under the No Action Alternative, there would be no incremental impact to the resource when added to other past, present, and reasonably foreseeable future actions since there would be no consolidation of operations or new construction.

4.3.8 Infrastructure

Cumulative impacts on infrastructure have the potential to cause adverse impacts on electrical, natural gas, liquid fuel, water supply, wastewater, storm water, and solid waste management services. Upgrade of any infrastructure to support additional projects at Kirtland AFB would largely result in beneficial impacts for the installation due to increased energy efficiency. The General Plan addresses the capacity and the need to upgrade all elements of the infrastructure to support additional projects at Kirtland AFB (KAFB 2011a). Because the Proposed Action would not increase personnel on Kirtland AFB but simply relocate them, impacts of the Proposed Action, when combined with other ongoing and proposed projects on Kirtland AFB, would not result in significant cumulative impacts on the installation's infrastructure. Under the No Action Alternative, there would be no incremental impact to the resource when added to other past, present, and reasonably foreseeable future actions since there would be no consolidation of operations or new construction.

4.3.9 Transportation

Short-term cumulative impacts to traffic could occur during construction of the Proposed Action and future projects if construction was conducted during the same time period. However, temporal separation of the projects would likely minimize these impacts. In addition, the Proposed Action would result in a long-term, beneficial impact to OST agents and public safety with the reduction in truck traffic to and from the VMF/MEMF. Therefore, the impacts from the Proposed Action, when combined with other ongoing and proposed projects on Kirtland AFB, would not result in significant cumulative impacts. Under the No Action Alternative, there would be no incremental impact to the resource when added to other past, present, and reasonably foreseeable future actions since there would be no consolidation of operations or new construction.

4.3.10 Safety and Occupational Health

The Proposed Action would result in a long-term, beneficial impact to OST agents and public safety with the reduction in truck traffic to and from the VMF/MEMF. In addition, modernized facilities would also increase VMF/MEMF personnel safety. No cumulative impacts on health and safety would be expected. The implementation of effective health and safety plans, which follow federal, state, and local occupational safety and health policies, at the project site during construction and facility operation would reduce or eliminate cumulative health and safety impacts on contractors, OST agents, and the general public. The impacts of the Proposed Action, when combined with other ongoing and proposed projects on Kirtland AFB, would not result in significant cumulative impacts. Under the No Action Alternative, there would be no incremental impact to the resource when added to other past, present, and reasonably foreseeable future actions since there would be no consolidation of operations or new construction.

4.3.11 Socioeconomics and Environmental Justice

The cumulative impact of past, present, and reasonably foreseeable future actions on socioeconomics and environmental justice would be dominated by present and reasonably foreseeable future actions. Kirtland AFB plays a dominant role in the socioeconomics of the city of Albuquerque and other parts of Bernalillo County. Implementation of the Proposed Action

would result in short-term, beneficial impacts on the region's economy through the purchase of construction materials and providing employment for construction personnel during the construction phases of the project. These impacts, when combined with other ongoing and proposed projects on Kirtland AFB, would not be considered a significant cumulative impact to socioeconomics. The Proposed Action would not have the potential for high and disproportionately adverse impacts on minority or low-income groups. Under the No Action Alternative, there would be no incremental impact to the resource when added to other past, present, and reasonably foreseeable future actions since there would be no consolidation of operations or new construction.

4.4 Irreversible and Irretrievable Commitment of Resources

A commitment of resources is irreversible when its primary or secondary impacts limit the future options for a resource or limit those factors that are renewable only over long periods of time. Examples of nonrenewable resources are minerals, including petroleum. An irretrievable commitment of resources refers to the use or consumption of a resource that is neither renewable nor recoverable for use by future generations. An example of an irretrievable resource is the loss of a recreational use of an area. While an action may result in the loss of a resource that is irretrievable, the action may be reversible. Irreversible and irretrievable commitments of resources are primarily related to construction activities.

For the proposed project, resources consumed during construction of the project, including labor, fossil fuels, and construction materials, would be committed for the life of the project. Nonrenewable fossil fuels would be irretrievably lost through the use of gasoline- and diesel-powered construction equipment during construction. The proposed project, if fully developed, would commit approximately 33 acres for the construction of the Western Secure Transportation Center. Site preparation would include the grading of land to provide a developable site plan, which would impact the soils, as described in Section 3.4.2.1 of this EA. Although these resources could be reclaimed in the future, it is unlikely that they would be restored to their original conditions and functionality. Therefore, these commitments are considered irreversible.

4.5 Unavoidable Adverse Impacts

Unavoidable adverse impacts associated with the Western Secure Transportation Center include:

- A minimal increase in noise and air emissions during construction;
- Generation of waste during construction and operation of the facilities;
- Increased storm water run-off during construction and operations at the proposed facility location; and
- Soil disturbance during construction of the site.

Construction of the Western Secure Transportation Center would cause unavoidable temporary noise and air emissions; however, during construction, particulate emissions would be controlled by using standard dust mitigation techniques (for example, spraying of water over exposed soils). An increase in air emissions during the use of the emergency generators would be unavoidable, but the use of the generators would be limited and is expected to result in minor impacts. Impacts

from storm water run-off during construction would be mitigated through state-implemented NPDES requirements, and impacts from the increases in storm water runoff and water pollutants due to additional impervious areas would be reduced from adherence to storm water management controls. The use and generation of hazardous materials and wastes during construction and operation activities, and small arms ammunition waste during operations, would be unavoidable; however, these materials and wastes would be handled in accordance with federal, state, and local policies and are not expected to result in significant impacts. Overall, impacts of the proposed facility on the environment and human health would be minimal.

4.6 The Relationship between Local Short-Term Uses of the Human Environment and the Maintenance and Enhancement of Long-term Productivity

The CEQ regulations require consideration of "the relationship between short-term uses of man's environment and the maintenance and enhancement of long-term productivity" (40 CFR 1502.16). Short-term use of the environment, as used in this EA, is that used during the life of the project, whereas long-term productivity refers to the period of time after the project has been decommissioned, the equipment removed, and the land reclaimed and stabilized. Construction and operation of the Western Secure Transportation Center would require short-term uses of soils and other resources. These pertain to the activities that have been described throughout Chapter 3 and include impacts on air quality from fugitive dust emissions during construction, and erosion and sedimentation impacts on surface waters, which generally would be mitigated through the use of required control measures. The short-term use of the project site for the proposed facility would not affect the long-term productivity of the area. If it is decided at some time in the future that the project has reached its useful life, the facility and foundations could be decommissioned and removed, and the site reclaimed and revegetated to resemble a similar habitat to the pre-disturbance conditions. However, it is unlikely that the habitat would be fully restored to its original condition. In addition, since the site is located within Kirtland AFB, the buildings could also be reclaimed for the USAF mission allowing for continual productivity of the area.

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APPENDIX A. NNSA INTERAGENCY AND INTERGOVERNMENTAL COORDINATION FOR ENVIRONMENTAL PLANNING (IICEP) MATERIALS

This appendix contains the NNSA Notices of Availability, IICEP letters, and agency and public comments received on the Draft EA during the NNSA public comment period and NNSA's responses to these comments.

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Public Notice:

The National Nuclear Security Administration's Office of Secure Transportation has prepared an Environmental Assessment (EA) for changes at the Western Command Site on Kirtland Air Force Base (KAFB).

The EA evaluates potential impacts associated with the operations, proposed upgrades, and consolidation of the Western Command activities on KAFB. The public is welcomed to review and comment on the proposed action. The comment period is open for 30 days. The document is available at CNMCC Montoya Campus, 4700 Morris NE, Albuquerque, NM; Zimmerman Library UNM Campus, Albuquerque, NM; KAFB Library, Bldg 20204, Kirtland AFB NM; and on the NNSA web site, http://www.nnsa.energy.gov/NEPA. The comment period ends April 30, 2012.

Mail a paper copy of your comments to:

U.S. DOE/NNSA
Albuquerque Complex
P.O. Box 5400
Albuquerque, NM 87185-5400
Bldg 401 Attention: J. F. Robbins
Or
Electronically at: nepa@nnsa.doe.gov

(Published in the Albuquerque Journal newspaper on April 1st and April 8th of 2012)

Notice of Availability: [DOE and NNSA Web Pages]

The public is welcomed to review and comment on the Draft EA for the operations, upgrades, and consolidation at the Western Command site, KAFB, New Mexico. The document is available in hard copy at CNMCC Montoya Campus, 4700 Morris NE, Albuquerque, NM; Zimmerman Library UNM Campus, Albuquerque, NM; KAFB Library, Bldg 20204, Kirtland AFB NM; electronically on this web page under NNSA Headquarters/ Office of Secure Transportation and on the DOE web site, http://nepa.energy.gov/DOE_NEPA_documents.htm. Comments can be made via e-mail at nepa@nnsa.doe.gov . The comment period ends April 30 2012.

Department of Energy
National Nuclear Security Administration
Office of Secure Transportation
P.O. Box 5400
Albuquerque, NM 87185

NOV 03 2011

Colonel David J. Hornyak
377th Air Base Wing
2000 Wyoming Blvd. SE, Suite E-3
Kirtland AFB, NM 87117-5000

Dear Colonel Hornyak:

The U.S. Department of Energy (DOE), National Nuclear Security Administration, Office of Secure Transportation, has determined that an Environmental Assessment (EA) will be prepared for the proposal to consolidate all agent operations, training, and vehicle maintenance in one location on Kirtland Air Force Base (KAFB). Currently, Federal Agent and support operations are located at different sites within KAFB. The environmental analysis will be based on the proposed conceptual plan. Implementation of the plan depends on the land use permit approval from KAFB and funding from Congress.

The DOE National Environmental Policy Act (NEPA) regulations provide for the notification of a determination to prepare an EA and for the opportunity to review EAs prior to DOE approval. The process is intended to improve coordination and facilitate early and open communication. DOE will also issue this EA to other interested stakeholders for review and comment. DOE expects to prepare the EA this fall and will provide a 30-day review period.

If you have any questions or would like further information on this proposed project, please contact Lisa Swift at (505) 845-4738. For further information about the NEPA process, please contact Jeff Robbins at (505) 845-4426. Thank you for your consideration.

Sincerely,

Jeffrey P. Harrell
Assistant Deputy Administrator
Office of Secure Transportation

cc:
J. Adkins, KAFB
R. Richey, OST
D. Triebel, OST
C. Helvey, OST
J. Robbins, GC

Department of Energy
National Nuclear Security Administration
Office of Secure Transportation
P.O. Box 5400
Albuquerque, NM 87185

NOV 0 3 2011

Mr. Frank Lujan, Governor
Pueblo of Isleta
P.O. Box 1270
Isleta Pueblo, NM 87022

Dear Governor Lujan:

The U.S. Department of Energy (DOE), National Nuclear Security Administration, Office of Secure Transportation, has determined that an Environmental Assessment (EA) will be prepared for the proposal to consolidate all agent operations, training, and vehicle maintenance in one location on Kirtland Air Force Base (KAFB). Currently, Federal Agent and support operations are located at different sites within KAFB.

The DOE National Environmental Policy Act (NEPA) regulations provide for the notification to host states and tribes of a determination to prepare an EA and for the opportunity to review EAs prior to DOE approval. The process is intended to improve coordination and facilitate early and open communication between DOE and host states and tribes. DOE will also issue this EA to other interested stakeholders for review and comment. DOE expects to prepare the EA this fall and will provide it to the State of New Mexico, potentially affected tribes, and other interested stakeholders for a 30-day review period.

If you have any questions or would like further information on this proposed project, please contact Lisa Swift at (505) 845-4738. For further information about the NEPA process, please contact Jeff Robbins at (505) 845-4426. Thank you for your consideration.

Sincerely,

Jeffrey P. Harrell
Assistant Deputy Administrator
Office of Secure Transportation

cc:
R. Richey, OST
D. Triebel, OST
C. Helvey, OST
J. Robbins, GC

Department of Energy
National Nuclear Security Administration
Office of Secure Transportation
P.O. Box 5400
Albuquerque, New Mexico 87185-5400

MAR 29 2012

Mr. Frank Lujan, Governor
Pueblo of Isleta
P.O. Box 1270
Isleta Pueblo, NM 87022

Governor Lujan:

Enclosed for your review and comment is one copy of the Department of Energy (DOE), National Nuclear Security Administration (NNSA), Office of Secure Transportation, Draft Environmental Assessment (DEA) for Operations, Upgrades, and Consolidation at the Western Command Site on Kirtland Air Force Base (DOE/EA-1906). The proposed action is to consolidate Western Command operations currently conducted at several locations on Kirtland AFB (KAFB) into a single new complex at the existing Agent Operations site on KAFB. The DEA can also be downloaded from the NNSA website at: http://www.nnsa.energy.gov/nepa.

The DEA has been prepared in accordance with the requirements of the National Environmental Policy Act (NEPA), the Council on Environmental Quality's regulations implementing NEPA, and DOE's NEPA regulations. DOE NEPA regulations require that DOE provide states and any American Indian tribe or pueblo that would host or be affected by a proposed DOE action the opportunity to review and comment on the DEA before DOE's approval. This process is intended to foster early and open communication between DOE and host states and affected tribes and pueblos.

Should you have any comments on this DEA, please send them by April 30, 2012, to Lisa Swift, NEPA Document Manager, Office of Secure Transportation, P.O. Box 5400, Albuquerque, NM 87185 or by email to nepa@nnsa.doe.gov. Comments received within this period will be considered prior to finalizing the EA. Comments sent in after this period may not be received in time to allow consideration prior to finalizing the EA. If you have questions or comments on the DOE/NNSA NEPA process, contact Jeff Robbins, NNSA NEPA Compliance Officer at (505) 845-4426.

Should you have any additional questions regarding this correspondence, please feel free to contact me (505) 845-6692.

Sincerely,

Jeffrey P. Harrell
Assistant Deputy Administrator

cc:
R. Richey, OST
D. Triebel, OST
C. Helvey, OST
J. Robbins, OGC

Department of Energy
National Nuclear Security Administration
Office of Secure Transportation
P.O. Box 5400
Albuquerque, NM 87185

NOV 03 2011

Mr. David Martin, Secretary
New Mexico Environment Department
1190 St. Francis Drive
Room N4050
Santa Fe, New Mexico 87502

Dear Secretary Martin:

The U.S. Department of Energy (DOE), National Nuclear Security Administration, Office of Secure Transportation has determined that an Environmental Assessment (EA) will be prepared for the proposal to consolidate all agent operations, training, and vehicle maintenance in one location on Kirtland Air Force Base (KAFB). Currently, Federal Agent and support operations are located at different sites within KAFB.

The DOE National Environmental Policy Act (NEPA) regulations provide for the notification to host states and tribes of a determination to prepare an EA and for the opportunity to review EAs prior to DOE approval. The process is intended to improve coordination and facilitate early and open communication between DOE and host states and tribes. DOE will also issue this EA to other interested stakeholders for review and comment. DOE expects to prepare the EA this fall and will provide it to the State of New Mexico, potentially affected tribes, and other interested stakeholders for a 30-day review period.

If you have any questions or would like further information on this proposed project, please contact Lisa Swift at (505) 845-4738. For further information about the NEPA process, please contact Jeff Robbins at (505) 845-4426. Thank you for your consideration.

Sincerely,

Jeffrey P. Harrell
Assistant Deputy Administrator
Office of Secure Transportation

cc:
R. Richey, OST
D. Triebel, OST
C. Helvey, OST
J. Robbins, GC

Department of Energy
National Nuclear Security Administration
Office of Secure Transportation
P.O. Box 5400
Albuquerque, New Mexico 87185-5400

MAR 2 6 2012

Mr. David Martin, Secretary
New Mexico Environment Department
1190 St. Francis Drive
Suite N4050
Santa Fe, New Mexico 87502

Secretary Martin:

Enclosed for your review and comment is one copy of the Department of Energy (DOE), National Nuclear Security Administration (NNSA), Office of Secure Transportation, Draft Environmental Assessment (DEA) Operations, Upgrades, and Consolidation at the Western Command Site on Kirtland Air Force Base (DOE/EA-1906). The proposed action is to consolidate Western Command operations currently conducted at several locations on Kirtland AFB (KAFB) into a single new complex at the existing Agent Operations site on KAFB.

The DEA has been prepared in accordance with the requirements of the National Environmental Policy Act (NEPA), the Council on Environmental Quality's regulations implementing NEPA, and DOE's NEPA regulations. DOE NEPA regulations require that DOE provide states and any American Indian tribe or pueblo that would host or be affected by a proposed DOE action the opportunity to review and comment on the DEA before DOE's approval. This process is intended to foster early and open communication between DOE and host states and affected tribes and pueblos.

Should you have any comments on this DEA, please send them by April 30, 2012, to Lisa Swift, NEPA Document Manager, Office of Secure Transportation, P.O. Box 5400, Albuquerque, NM 87185 or by email to nepa@nnsa.doe.gov. Comments received within this period will be considered prior to finalizing the EA. Comments sent in after this period may not be received in time to allow consideration prior to finalizing the EA. If you have questions or comments on the DOE/NNSA NEPA process, contact Jeff Robbins, NNSA NEPA Compliance Officer at (505) 845-4426.

Should you have any additional questions regarding this correspondence, please feel free to contact me (505) 845-6692.

Sincerely,

Jeffrey P. Harrell
Assistant Deputy Administrator

cc:
R. Richey, OST
D. Triebel, OST
C. Helvey, OST
J. Robbins, OGC

Department of Energy
National Nuclear Security Administration
Office of Secure Transportation
P.O. Box 5400
Albuquerque, NM 87185

JUN 0 9 2014

Dr. Jeff Pappas
State Historic Preservation Officer
Office of Cultural Affairs
Historic Preservation Division
Bataan Memorial Building
407 Galisteo Street, Suite 236
Santa Fe, New Mexico 87501

Re: WOC/AOWC Consolidation EA

Dear Dr. Pappas,

The Kirtland Air Force Base (Kirtland AFB) National Environmental Policy Act (NEPA) Program Manager sent the Department of Energy/National Nuclear Security Administration (DOE/NNSA) your letter dated May 7, 2014, with State Historic Preservation Officer (SHPO) comments concerning the cultural resources section of our Environmental Assessment (EA) (Consolidation of the Western Command Site). This EA was originally developed by DOE/NNSA and is now being routed through the Kirtland AFB 377MSG/CEIE NEPA Program Office for final approval. We would like to initiate the Section 106 process of the National Historic Preservation Act of 1966, in this letter, as well as addressing your additional concerns regarding the other Kirtland AFB projects listed in Table 4.1 of the EA.

In order to accomplish consolidating the Office of Secure Transportation (OST) activities at Kirtland AFB, NNSA proposes to install (see the enclosure, EA figure 2-3):

- ***Limited access area.*** An area with controlled access east of the existing Agent Operations Western Command (AOWC) facility would be entirely fenced with a 12-foot-high chain-link fence and paved with concrete. This limited access area would contain a single-story, 27,000-square-foot agent operations facility; a 37,000-square foot Vehicle Maintenance Facility / Mobile Electronics Maintenance Facility; and a 5,000-square-foot communications depot. A new ready line and downline would also be contained within the limited access area for vehicle staging and would be equipped with 208-volt electrical hookups. Out of the 33 acres of total disturbed land, the expanded limited access area for agent operations and vehicle maintenance would require a total of approximately 12.5 acres of land to accommodate the buildings, wash rack, fuel station, vehicle parking, and vehicle circulation. The fuel station would contain one aboveground sectioned storage tank, double walled, which would contain 10,000 gallons of diesel fuel and 2,000 gallons of unleaded gasoline. Access to installation roads is

required for OST convoys to travel to and from the site and would be available via Pennsylvania Street. Once a new agent operations facility is built, the existing AOWC/Operations and Training Facility (OTF) would be vacated for other operational uses. There is an existing classified office and conference space that can be used for emergency command operations when needed. OST munitions personnel that currently reside in Manzano Canyon would likely move to this vacated office space.

- ***OST headquarters office and warehouse.*** A new administrative OST headquarters office (three stories, totaling 75,000 square feet with a 25,000-square-foot footprint) and 87,440 square feet of parking would be built to the northwest of the existing AOWC facility. To the north of the existing AOWC/OTF, a 10,500-square-foot warehouse would be constructed to store OST agent training materials, excess furniture and personal property, office supplies, and information technology supplies. The warehouse would also contain a small office area and conference room. A 3.4-acre parking area would be located east of the warehouse.

- ***Munitions storage site.*** Increased munitions storage would be required and would consist of a fenced area up to 300,000 square feet. The munitions storage area would house six aboveground secured explosives storage magazines (five 20-foot by 8-foot magazines and one 11-foot by 7- foot), one 20-foot by 12-foot by 10-foot earth-covered magazine (ECM), and a 100-foot by 200-foot remain-overnight, explosives-loaded government vehicle parking pad. A 100-foot by 150-foot inert equipment storage gravel pad may be constructed inside the Northern Loop of the driver track road. A small pavilion with overhead cover and table shall be included in the area. Lightning protection systems are required for the six secure-explosive-storage magazines and the explosives-loaded truck parking pad. Area security lighting is required. To meet the minimum distance requirements from occupied buildings of approximately 700 feet, the explosive storage magazines would be located north of the proposed new agent command facility (see enclosure). The current paved driver track road could be used for access to the munitions storage area.

- ***Physical Training and Defensive Intermediate Use-of-Force Training.*** OST is currently exploring options for building space to be used for Federal Agent Performance Test/Intermediate Use-of-Force training (PT/IUF), so agents would no longer have to train off-site. If adequate space is not available at the current AOWC/OTF building after meeting the needs of the munitions department, an additional small, one-story building may be built. Conceptual plans for this building are still being developed, but it is currently proposed as a 12,000-square-foot high-bay one-story building which includes gym space for fitness equipment, physical training space with a mat for PT/IUF training, locker room and showers, and space for 11 closed-door offices as well as a classroom.

- ***Visual screening wall.*** If required by the United States Air Force, visual screening may be used to limit the visibility of the trucks stationed at the ready line from Pennsylvania Street. The majority of the concrete wall (approximately 1,300 feet) would be 8-feet high; however, portions (305 feet) of the wall at the southwest corner of the permit boundary would extend 9 to 10 feet in height.

Kirtland AFB surveyed the area in 2001 (Log # 62802) and no archaeological resources were found within the proposed project area. Therefore, DOE recommended that no cultural resources will be affected by the proposed project. If inadvertent discoveries are found, all work will stop and the Cultural Resource Manager will be notified as appropriate and the National Historic Preservation Act of 1966, as amended, will be followed.

In response to your letter dated May 7, 2014, regarding Air Force activities at Kirtland AFB, that specific area of the EA (Section 4) is called the Cumulative Impacts. Those are potential environmental impacts that result "from the incremental impacts of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time" (40 CFR 1508.7). Informed decision-making is served by consideration of cumulative impacts resulting from projects that are proposed, under construction, recently completed, or anticipated to be implemented in the reasonably foreseeable future. Reasonably foreseeable future actions consist of activities that have been approved and can be evaluated with respect to their impacts.

This section briefly summarizes past, current, and reasonably foreseeable future projects within the same general geographic time and space as the Proposed Action. The geographic scope of analysis varies by resource area. For example, the geographic scope or region of influence (ROI) of cumulative impacts on noise, geology and soils, and safety is very narrow and focused on the location of the resource. The ROI of land use, air quality, infrastructure, and socioeconomics is much broader.

The past, present, and reasonably foreseeable projects (identified below) are the other actions that exist in time and in the ROI that when combined with the proposed action or no action make up the cumulative impact's analysis. In accordance with Council on Environmental Quality guidance, the current effects of past actions are considered in aggregate as appropriate for each resource without delving into the historical details of individual past actions. The time frame in which effects could be expected to occur is five years. Kirtland AFB considers the geographical extent for activities to be installation wide. This section of the EA will now legally be included in all the future EAs developed by (or in cooperation with) Kirtland AFB. However, Kirtland AFB has told NNSA that it will not be including SHPO log numbers in future EAs on such projects. They are not part of the EA at hand.

These are the projects that have previously been consulted with your office and Kirtland AFB at various times during either previous EAs or specific project

consultation with your office: the 23 unidentified Kirtland AFB buildings (from Table 4.1 – that is the "Building Demolition at Kirtland AFB" project) – SHPO log number is 088224; for the Military Working Dog Facility (Building 30126) project from Table 4.1 – SHPO log number 73491; for the Fire Station 3 (Building 30116) project from Table 4.1 - SHPO log number 94702; for the Visiting Officer Quarters Complex, the Main Enlisted Dormitory Campus, the Noncommissioned Officer Academy, Dormitory Campus 2 (From Table 4.1 - that is the "Construction and Demolition of Military Support Facilities" project) – SHPO log numbers are as follows: 66171, 65815, 65905, 66644, 66898, 96365, 96727, 96860.

We appreciate your review of this project. We will assume your concurrence that there is no adverse effect to historic properties if we receive no reply within 30 days. If you have any questions or require further information, please do not hesitate to contact Jeff Robbins at 505-845-4426.

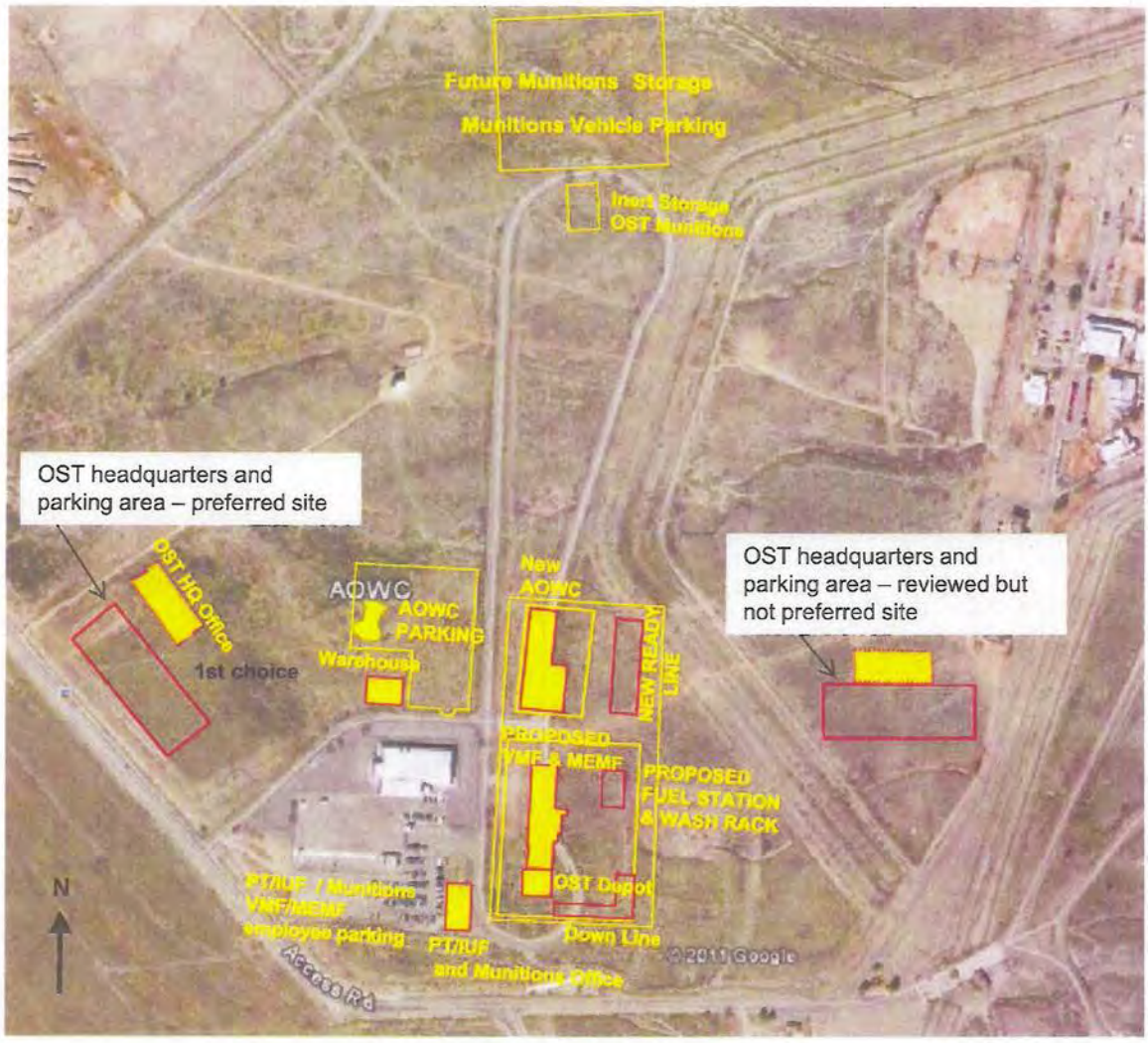
Sincerely,

Mark A. Jackson
Manager
Office of Technical Services

Enclosure

cc:
M. Garcia, Kirtland AFB
D. Akins, Kirtland AFB
J. Boyer, OST
C. Helvey, OST
L. Swift, OST
J. Robbins, GC-20

Enclosure



Source: NNSA 2012

AOWC	Agent Operations Western Command
HQ	Headquarters
MEMF	Mobile Equipment Maintenance Facility
NNSA	National Nuclear Security Administration
NTC	National Training Center
OST	Office of Secure Transportation
PT/IUF	Physical Training and Defensive Intermediate Use of Force Training
VMF	Vehicle Maintenance Facility

0 500 1000

Scale in Feet (approximate)

Figure 2-3. Proposed Western Secure Transportation Center Site Layout

Comment Response Matrix
Draft EA
Environmental Assessment for Operations, Upgrades, and Consolidation at the Western Command Site, New Mexico DOE/EA-1906

#	Location			Comment	Reviewer	Response
	Page	Line	Section			
0			General	It is not readily apparent to us how tribal perspectives were incorporated into this process. The real test is to actually heed the advice that Native Americans might have on the issues at hand.	NWNM	In Section 1.4, NEPA Process Involvement, of the final EA it is noted that the EA was submitted to the Pueblo of Isleta for comment and input.
1			General	Analyses Must Protect Those Most at Risk. Many federal standards for protection of human health, such as limits on how much residual radiation will be allowed in contaminated soil, are based on "Reference Man." He is defined as a hypothetical adult Caucasian male who is 20 to 30 years old, 154 pounds in weight, five feet seven inches tall, and is Western European or North American in habitat and custom."He does not represent other humans, including women, children, and embryos/fetuses, that are more sensitive to the harmful effects of radioactive, toxic, and hazardous materials. All analyses must address the risk to a pregnant woman farmer, her fetus, and her other children under age 18, rather than Reference Man. As a matter of reproductive and environmental justice, the most potentially vulnerable human beings must be protected.	NWNM	This comment is out of scope considering the facilities are non-radiological. An environmental justice section is included in the final EA.
2			General	All EA related documents must be online.	NWNM	There is no formal requirement to post EA references online
3			General	In order for the public to make meaningful and informed comments on an EA, all reference documents must be available when the comment period on the draft begins.	NWNM	There is no formal requirement to post EA references online or provide copies to the public.
4			Abstract	Where is this strategic goal stated? It does not appear to be stated in the May 2011 NNSA Strategic Plan. What are the plans to increase agents and vehicles? What are the socio-economic impacts of increased employment?	NWNM	The phrase was deleted. A socioeconomic resources section was added to the final EA.

Comment Response Matrix
Draft EA
Environmental Assessment for Operations, Upgrades, and Consolidation at the Western Command Site, New Mexico DOE/EA-1906

#	Location			Comment	Reviewer	Response
	Page	Line	Section			
5			ES.2	This is a different need than is stated in the abstract. This sounds like the current facilities are inadequate.	NWNM	The ES and abstract state the same need, they are just worded differently.
6			ES.3	Is it known at this time if the number of personnel expected to grow?	NWNM	This number is provided in table ES-1 and the analysis is covered in the added socioeconomic section of the final EA for a potential maximum of 30 additional agents. With Federal budget cuts, NNSA may be unable to immediately fill openings with new hires.
7			1.1	The Complex Transformation initiative is anything but urgent. Please give a reference for this statement. Are the current facilities secure?	NWNM	Sentence deleted.
8			1.2	Please give a brief history of the defunct Albuquerque Transportation and Technical Center. What was the planned size? Did it have all the functions of the proposed Western Command Site? What was the planned completion date? Why was it not located on KAFB? How could it have increased efficiency and cost---effectiveness if it was located in Mesa Del Sol? Why was it cancelled?	NWNM	The question is out of scope of this EA.
9			Table 3-1	Is increased staffing expected, or not? How many construction workers would be expected to be employed?	NWNM	This information is analyzed in the socioeconomic and environmental justice section added in the final EA.
10			3.3.2	Considered significant by whom? What is the reference for this statement? Are there guidelines that mention these points?	NWNM	Revised accordingly.
11			3.5.2	The USEPA requires a National Pollutant Discharge Elimination System Construction General Permit coverage, and associated Storm Water Pollution Prevention Plan (SWPPP), for storm water discharge from construction projects that will result in the disturbance of more than one acre.	NMED	Information concerning the permits, SWPPP and BMPs are contained in this section.

Comment Response Matrix
Draft EA
Environmental Assessment for Operations, Upgrades, and Consolidation at the Western Command Site, New Mexico DOE/EA-1906

#	Location			Comment	Reviewer	Response
	Page	Line	Section			
12				Based on the location of the proposed facility, sewer service is likely provided by the Albuquerque Wastewater Treatment Plant. If domestic wastewater will be discharged to the wastewater collection system, then the facility will not require a permit for the discharge of domestic wastewater.	NMED	Information about wastewater discharge is contained in the Infrastructure section (Section 3.10). Service will be provided by the Albuquerque Wastewater Treatment Plant.
13			3.5.2	Considered significant by whom? What is the reference for this statement? Are there guidelines that mention these points?	NWNM	Revised accordingly.
14	32		3.8.2.1	According to the NMED Petroleum Storage Tank Bureau, there are 26 former or current tank facilities which have experienced releases within Kirtland Air Force Base. Please check the local street address to see if this information applies. There may be wells or remediation equipment installed at the leak sites.	NMED	No known remediation sites are located within the Driver Track area.

NMED New Mexico Environmental Department
NWNM Nuclear Watch New Mexico

NEW MEXICO
ENVIRONMENT DEPARTMENT

Office of the Secretary

Harold Runnels Building
1190 Saint Francis Drive (87505)
PO Box 5469, Santa Fe, NM 87502-5469
Phone (505) 827-2855 Fax (505) 827-2836
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SUSANA MARTINEZ
Governor
JOHN A. SANCHEZ
Lieutenant Governor

DAVE MARTIN
Cabinet Secretary
BUTCH TONGATE
Deputy Secretary

April 27, 2012

Jeffrey P. Harrell
Assistant Deputy Administrator
P.O. Box 5400
Albuquerque, NM 87185-5400

RE: Kirtland Air Force Base, Environmental Assessment for Operations, Upgrades and Consolidation at the Western Command Site, Bernalillo County, NM; (NMED File No. 3683 ER)

Dear Mr. Harrell:

Your letter regarding the above named project was received in the New Mexico Environment Department (NMED) and was sent to various Bureaus for review and comment. Comments were provided by the Surface Water Quality Bureau, Ground Water Quality Bureau and Petroleum Storage Tank Bureau and are as follows.

Surface Water Quality Bureau
The U.S. Environmental Protection Agency (USEPA) requires National Pollutant Discharge Elimination System (NPDES) Construction General Permit (CGP) coverage for storm water discharges from construction projects (including common plans of development) that will result in the disturbance (or re-disturbance) of one or more acres, including expansions, of total land area. If this project exceeds one acre (including staging areas, etc.), it will require appropriate NPDES permit coverage prior to beginning construction.

Among other things, this permit requires that a Storm Water Pollution Prevention Plan (SWPPP) be prepared for the site and that appropriate Best Management Practices (BMPs) be installed and maintained both during and after construction to prevent, to the extent practicable, pollutants (primarily sediment, oil & grease and construction materials from construction sites) in storm water runoff from entering waters of the U.S. This permit also requires that permanent stabilization measures (revegetation, paving, etc.), and permanent storm water management measures (storm water detention/retention structures, velocity dissipation devices, etc.) be implemented post construction to minimize, in the long term, pollutants in storm water runoff from entering these waters. In addition, permittees must ensure that there is no increase in sediment yield and flow velocity from the construction site (both during and after construction) compared to pre-construction, undisturbed conditions (see Subpart 9.4.1.1).

You should also be aware that EPA requires that all "operators" (see Appendix A of the permit) obtain NPDES permit coverage for construction projects. Generally, this means that at least two parties will require permit coverage. The owner/developer of this construction project who has operational control over project specifications, the general contractor who has day-to-day operational control of those activities at the site, which are necessary to ensure compliance with the storm water pollution plan and

other permit conditions, and possibly other "operators" will require appropriate NPDES permit coverage for this project.

The CGP was re-issued effective February 16, 2012. The CGP, Notice of Intent (NOI), Fact Sheet, and Federal Register notice can be downloaded at:
http://cfpub.epa.gov/npdes/stormwater/cgp.cfm

In addition, operation of these types of facilities may require Storm Water Multi-sector General Permit (MSGP – see http://cfpub.epa.gov/npdes/stormwater/msgp.cfm) coverage. This permit requires preparation of a Storm Water Pollution Prevention Plan (SWPPP), and installation of appropriate Best Management Practices (BMPs), such as oil/water separators, dikes or berms, use of absorptive materials during fueling operations, use of dry cleanup methods, or other practices to prevent or reduce the pollution of waters of the United States (per the SWPPP).

Section 301 (a) of the Federal Water Pollution Control Act states that "Except as in compliance with this section and sections 302, 306, 307, 318, 402 and 404 of this Act, the discharge of any pollutant by any person shall be unlawful."

Activities at vehicle maintenance facilities result in the creation of various pollutant sources including, but not limited to, the following:

- Fueling and Vehicle Maintenance - Spills and leaks of fuels, engine oils, hydraulic fluids, transmission oil, radiator fluids, and chemical solvents used for parts cleaning; disposal of used parts, batteries, oil, filters, and oily rags;
- Outdoor Vehicle and Equipment Storage and Parking – leaking vehicle fluids; brake dust; leaking on-board drip collection systems.
- Vehicle or Equipment Washing Areas – Washing or steam cleaning
- Liquid Storage in Above Ground Storage – Spills of fuels, engine oils, hydraulic fluids, etc.

Generally, the entity that conducts "industrial activities" as described in **40 CFR Part 122.26(b)(14)** is required to apply for NPDES storm water permit coverage for discharges from their areas of operation.

Ground Water Quality Bureau
The Ground Water Quality Bureau staff reviewed the above-referenced document as requested, focusing specifically on the potential effect to ground water quality in the area of the proposed project.

The letter states U.S. Department of Energy (DOE) National Nuclear Security Administration (NNSA) Office of Secure Transportation (OST) is proposing to consolidate Western Command operations currently conducted at several locations on the Kirkland Air Force Base (KAFB) into a single new complex at the existing Agent Operations site at KAFB. Proposed new construction includes a new agent operations building with parking lot; a new vehicle maintenance facility and mobile equipment maintenance facility with parking lots; OST communications depot; above ground water tank; fuel station with wash rack; a training facility or munitions office; warehouse; munitions storage site; a new OST headquarters office; and a visual screening wall. While implementation of this project is not expected to have any adverse effects on ground water quality, domestic and industrial wastewater generated by the facility must be handled in a manner that is protective of ground water quality.

Based on the location of the proposed facility, sewer service is likely provided by the Albuquerque Wastewater Treatment Plant. If domestic wastewater will be discharged to the wastewater collection system, then the facility will not require a permit for the discharge of domestic wastewater. However, if domestic wastewater is to be discharged to an on-site wastewater disposal system, then the on-site system must operate under the appropriate permit from the NMED (either a liquid waste permit issued pursuant to 20.7.3 NMAC or a ground water discharge permit issued pursuant to 20.6.2 NMAC) depending upon

the discharge volume. A Notice of Intent to Discharge form must be submitted to the NMED GWQB if wastewater from the facility will be discharged to an on-site wastewater disposal system.

Petroleum Storage Tank Bureau
According to the New Mexico Environment Department (NMED) Petroleum Storage Tank Bureau, there are 26 known former or current tank facilities which have experienced releases within Kirtland Air Force Base. Attached is a table listing the 26 tank sites. Some of the sites listed on the table may not be affected by the proposed project. Please check the local street address to see if this information applies. Anyone, including contractors working on this project, should remain alert for indications of soil or groundwater contamination in the vicinity of any of the listed sites.

There may be wells or remediation equipment installed at the leak sites. If the design for the proposed "Operations, Upgrades and Consolidation project at the Western Command Site on Kirtland Air Force Base" intersects any part of a remediation system or monitoring well, please contact the Petroleum Storage Tank Bureau at 505-476-4397 to coordinate construction with preservation or modification of the remediation equipment. Pursuant to the requirements of 20.5.12.10 NMAC, if contaminated soil or water is encountered during construction you must contact NMED. In addition, monitoring, corrective action, handling and disposal requirements must be met in order to protect workers, the public and the environment from contaminants. To report emergencies you may contact NMED twenty-four hours a day at 505-827-9329 or for non-emergencies occurring during working hours, you may contact NMED at 505-476-6000.

If you have any additional questions concerning this letter, please contact Jim Mullany, Petroleum Storage Tank Bureau, at
505-222-9553

Please see attachment.

I hope this information is helpful to you.

Sincerely,

Julie Roybal
Environmental Impact Review Coordinator
NMED File #3683ER

Facility ID	Facility Name	Address1	Address2	City	Zip	Owner ID	Owner Name	Releases	AST	UST	Permit Year	Permit Tanks	AI ID
28877	KIRTLAND AIR FORCE BASE - NO117	BUILDING 20205		ALBUQUERQUE	87117	10261	KIRTLAND AIR FORCE BASE	2					2404
28882	KIRTLAND AIR FORCE BASE - NO130	E OF LOVELACE RD AND	S OF TARGET RD	ALBUQUERQUE	87117	10261	KIRTLAND AIR FORCE BASE	1			1996	1	2404
28884	KIRTLAND AIR FORCE BASE - NO133	BUILDING 1033		ALBUQUERQUE	87117	10261	KIRTLAND AIR FORCE BASE	1					2404
28888	KIRTLAND AIR FORCE BASE -NO18	BUILDING 1058		ALBUQUERQUE	87117	10261	KIRTLAND AIR FORCE BASE	1					2404
28889	KIRTLAND AIR FORCE BASE -NO19	BUILDING 20449		ALBUQUERQUE	87117	10261	KIRTLAND AIR FORCE BASE	1			1980	1	2404
28893	KIRTLAND AIR FORCE BASE 22	BUILDING 622		ALBUQUERQUE	87117	10261	KIRTLAND AIR FORCE BASE	1					2404
28903	KIRTLAND AIR FORCE BASE 31	BUILDING 30146		ALBUQUERQUE	87117	10261	KIRTLAND AIR FORCE BASE	1			1996	4	2404
28906	KIRTLAND AIR FORCE BASE 50 AND 51	BUILDING 20370		ALBUQUERQUE	87117	10261	KIRTLAND AIR FORCE BASE	1			1996	2	2404
28909	KIRTLAND AIR FORCE BASE 64 AND 65	BUILDING 1016		ALBUQUERQUE	87117	10261	KIRTLAND AIR FORCE BASE	1			1996	2	2404
28919	KIRTLAND AIR FORCE BASE B	MANZANO AREA	WEST OF BUILDING 30146	ALBUQUERQUE	87117	10261	KIRTLAND AIR FORCE BASE	1					2404
28922	KIRTLAND AIR FORCE BASE E	SW OF BUILDING 376		ALBUQUERQUE	87117	10261	KIRTLAND AIR FORCE BASE	2			1996	1	2404
28929	KIRTLAND AIR FORCE BASE L	BUILDING 1070	AIR NATIONAL GUARD	ALBUQUERQUE	87117	10261	KIRTLAND AIR FORCE BASE	1					2404
28931	KIRTLAND AIR FORCE BASE N	BUILDING 20205		ALBUQUERQUE	87117	10261	KIRTLAND AIR FORCE BASE	1			1999	4	2404
28877	KIRTLAND AIR FORCE BASE - NO117	BUILDING 20205		ALBUQUERQUE	87117	10261	KIRTLAND AIR FORCE BASE	2					2404
28882	KIRTLAND AIR	E OF	S OF TARGET	ALBUQUERQUE	87117	10261	KIRTLAND AIR	1			1996	1	2404

	FORCE BASE - NO130	LOVELACE RD AND	RD				FORCE BASE						
28884	KIRTLAND AIR FORCE BASE - NO133	BUILDING 1033		ALBUQUERQUE	87117	10261	KIRTLAND AIR FORCE BASE	1					2404
28888	KIRTLAND AIR FORCE BASE -NO18	BUILDING 1058		ALBUQUERQUE	87117	10261	KIRTLAND AIR FORCE BASE	1					2404
28889	KIRTLAND AIR FORCE BASE NO19	BUILDING 20449		ALBUQUERQUE	87117	10261	KIRTLAND AIR FORCE BASE	1			1980	1	2404
28893	KIRTLAND AIR FORCE BASE 22	BUILDING 622		ALBUQUERQUE	87117	10261	KIRTLAND AIR FORCE BASE	1					2404
28903	KIRTLAND AIR FORCE BASE 31	BUILDING 30146		ALBUQUERQUE	87117	10261	KIRTLAND AIR FORCE BASE	1			1996	4	2404
28906	KIRTLAND AIR FORCE BASE 50 AND 51	BUILDING 20370		ALBUQUERQUE	87117	10261	KIRTLAND AIR FORCE BASE	1			1996	2	2404
28909	KIRTLAND AIR FORCE BASE 64 AND 65	BUILDING 1016		ALBUQUERQUE	87117	10261	KIRTLAND AIR FORCE BASE	1			1996	2	2404
28919	KIRTLAND AIR FORCE BASE B	MANZANO AREA	WEST OF BUILDING 30146	ALBUQUERQUE	87117	10261	KIRTLAND AIR FORCE BASE	1					2404
28922	KIRTLAND AIR FORCE BASE E	SW OF BUILDING 376		ALBUQUERQUE	87117	10261	KIRTLAND AIR FORCE BASE	2			1996	1	2404
28929	KIRTLAND AIR FORCE BASE L	BUILDING 1070	AIR NATIONAL GUARD	ALBUQUERQUE	87117	10261	KIRTLAND AIR FORCE BASE	1					2404
28931	KIRTLAND AIR FORCE BASE N	BUILDING 20205		ALBUQUERQUE	87117	10261	KIRTLAND AIR FORCE BASE	1			1999	4	2404

APPENDIX B.

APPENDIX B. USAF INTERAGENCY AND INTERGOVERNMENTAL COORDINATION FOR ENVIRONMENTAL PLANNING (IICEP) MATERIALS

This appendix contains the USAF Notices of Availability, IICEP letters, and agency and public comments received on the Draft FONSI during the USAF public comment period and responses to these comments.

Federal, State, and Local Agencies

Dr. Benjamin Tuggle, Regional Director
U.S. Fish and Wildlife Service
Southwest Regional Office
PO Box 1306
Albuquerque NM 87103-1306

Ms. Peg Sorenson
Southwestern Region NEPA Coordinator
U.S. Forest Service
Ecosystem Analysis and Planning, Watershed, and Air Management
333 Broadway Boulevard SE
Albuquerque NM 87102

Ms. Julie Alcon
Chief of Environmental Resources Section
U.S. Army Corps of Engineers
4101 Jefferson Plaza NE
Albuquerque NM 87109

Mr. Ron Curry, Regional Administrator
U.S. Environmental Protection Agency, Region 6
1445 Ross Avenue, Suite 1200
Dallas TX 75202-2733

Mr. Josh Sherman, District Conservationist
National Resources Conservation Service
Albuquerque Service Center
6200 Jefferson NE, Room 125
Albuquerque NM 87109

Mr. Ed Singleton, District Manager
Bureau of Land Management
New Mexico State Office
Albuquerque District Office
435 Montaño Road NE
Albuquerque NM 87107-4935

Senator Martin Heinrich
U.S. Senate
625 Silver Avenue SW, Suite 130
Albuquerque NM 87102

Senator Tom Udall
U.S. Senate
219 Central Avenue NW, Suite 210
Albuquerque NM 87102

Representative Michelle Lujan Grisham
U.S. House of Representatives
505 Marquette Avenue NW, Suite 1605
Albuquerque NM 87102

Representative Steve Pearce
U.S. House of Representatives
3445 Lambros Loop NE
Los Lunas NM 87031

Representative Ben Luján
U.S. House of Representatives
1611 Calle Lorca, Suite A
Santa Fe NM 87505

Mr. Jeff Robbins
National Nuclear Security Administration
Albuquerque Service Center
Kirtland AFB East, Building 401
PO Box 5400
Albuquerque NM 87185-5400

Mr. Tim Tandy
Federal Aviation Administration
Southwest Region Regional Office
2601 Meacham Boulevard
Fort Worth TX 76137

Mr. Morgan Nelson
New Mexico Environment Department
Office of General Counsel & Environmental Policy
1190 St Francis Drive, Suite N4050
Santa Fe NM 87505

Mr. Matt Wunder, Chief
New Mexico Department of Game and Fish
Conservation Services
1 Wildlife Way
Santa Fe NM 87507

Mr. Jeff M. Witte, Director/Secretary
New Mexico Department of Agriculture
3190 S. Espina
Las Cruces NM 88003-8005

Mr. F. David Martin
Cabinet Secretary-Designate
New Mexico Energy, Minerals and Natural Resources Department
1220 South St Francis Drive
Santa Fe NM 87505

Mr. Ray Powell, Commissioner of Public Lands
New Mexico State Land Office
310 Old Santa Fe Trail
Santa Fe NM 87501

Dr. Jeff Pappas, PhD
State Historic Preservation Officer and Director
New Mexico Office of Cultural Affairs
New Mexico Historic Preservation Division
Bataan Memorial Building
407 Galisteo Street, Suite 236
Santa Fe NM 87501

Mr. Bill Walker, Regional Director
Bureau of Indian Affairs
Southwest Regional Office
1001 Indian School Road NW
Albuquerque NM 87104

Mr. Tom Zdunek, Bernalillo County Manager
Bernalillo County Manager's Office
One Civic Plaza NW, 10th Floor
Albuquerque NM 87102

Ms. Dayna Gardner, Director of Communications
City of Albuquerque Office of the Mayor
One Civic Plaza NW, 11th Floor
Albuquerque NM 87102

Board of Directors
Mid Region Council of Governments
809 Copper Avenue NW
Albuquerque NM 87102

Commissioner
Bernalillo County Board of Commissioners
One Civic Plaza NW, 10th Floor
Albuquerque NM 87102

Councilmember
Albuquerque City Councilmembers
One Civic Plaza NW
9th Floor, Suite 9087
Albuquerque NM 87102

Mr. Don Britt
Assistant Commissioner for Commercial Resources
New Mexico State Land Office
PO Box 1148
Santa Fe NM 87504

City of Albuquerque Planning Department
P.O. Box 1293
Albuquerque NM 87103

Development Manager/Department Director
Bernalillo County Planning Section
111 Union Square SE, Suite 100
Albuquerque NM 87102

Example USAF IICEP Letter

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 377TH AIR BASE WING (AFMC)

MAR 2 7 2014

Colonel Tom D. Miller
377 ABW/CC
2000 Wyoming Blvd SE Suite E-3
Kirtland AFB NM 87117-5000

The Honorable Martin Heinrich
United States Senate
625 Silver Avenue SW Suite 130
Albuquerque NM 87102

Dear Senator Heinrich

The U.S. Air Force (USAF) proposes to adopt the Department of Energy (DOE), National Nuclear Security Administration (NNSA) Environmental Assessment (EA) for construction and demolition activities proposed to occur on Kirtland Air Force Base (AFB) as part of the consolidation at the Western Command Site. The NNSA prepared the EA to consolidate Western Command Operations into a new complex at the existing Agent Operations Western Command (AOWC) and Training Facility on Kirtland AFB. The NNSA EA resulted in a Finding of No Significant Impact (FONSI), signed 10 July 2012. Based on the analysis contained in the *Environmental Assessment for Operations, Upgrades, and Consolidation at the Western Command Site, New Mexico*, the USAF has determined that the Proposed Action has the potential to result in less than significant adverse environmental impacts.

The Proposed Action includes the consolidation of Western Command Operations, currently conducted at several locations on Kirtland AFB into a single new complex at the Office of Secure Transportation (OST) Driver Track called the Western Secure Transportation Center. The OST Driver Track area, utilized by OST under a land use permit granted by Kirtland AFB in 1989, currently contains a 1-mile loop driver track and a 4-acre secured, limited access area for OST's AOWC. Proposed new construction would entail a new agent operations building with parking lot; new Vehicle Maintenance Facility/Mobile Electronic Maintenance Facility with parking areas; OST communication depot; aboveground water tank; fuel station and wash rack; a Physical Training and Defensive Intermediate Use of Force Training or munitions office; warehouse; munitions storage site; a new OST headquarters office; and a visual screening wall. With consolidation of OST facilities at this location, the driver track would no longer be used.

The NNSA EA was prepared in accordance with the requirements of the National Environmental Policy Act of 1969 (NEPA) (42 United States Code Section 4321−4347), as amended; the Council on Environmental Quality's Regulations for Implementing the Procedural Provisions of NEPA (40 Code of Federal Regulations [CFR] Parts 1500–1508); the DOE NEPA implementing regulation (10 CFR Part 1021); the USAF NEPA implementing regulation 32 CFR 989; and Department of Defense Instruction 4715.9, *Environmental Planning Analysis*. This EA evaluated the potential impacts of the proposed action and alternatives, to include the no action alternative, on humans and the natural environment. Additionally, Executive Order 12372, *Intergovernmental Review of Federal Programs*, requires federal agencies to solicit other federal agency participation in the NEPA process. Accordingly, I am requesting your participation in the review and comment process. Copies of the NNSA EA and the Draft USAF

FONSI and Notice of Intent to Adopt the NNSA EA are available at http://www.kirtland.af.mil under the environmental issues tab.

If you have additional information regarding impacts of the proposed action to the natural environment or other environmental aspects of which we are unaware, we would appreciate receiving such information for inclusion and consideration during the NEPA process. Please provide your written comments on the Draft FONSI or other information regarding this specific action within 30 days of receipt of this letter to ensure your concerns are adequately addressed in the EA.

Please send your written responses to the NEPA Program Manager, 377 MSG/CEIE, 2050 Wyoming Boulevard SE, Suite 116, Kirtland AFB NM 87117, or via email to nepa@us.af.mil.

Sincerely

TOM D. MILLER, Colonel, USAF
Commander

Mid-Region Council of Governments

MR COG Communities Working Together

April 14, 2014

Dewey V. Cave
Executive Director

NEPA Program Manager
377 MSG/CEIE
2050 Wyoming Boulevard SE Suite 116
Kirtland AFB NM 87117

Re: AOWC and Training Facility

Dear Sir/Madame,

On behalf of the Mid-Region Council of Governments (MRCOG), I would like to give my support for the adoption of the DOE, NNSA Environmental Assessment for the construction and demolition activities proposed to occur on Kirtland Air Force Base as part of the consolidation at the Western Command Site.

It is my understanding that the consolidation would support a new complex at the Office of Secure Transportation Driver Track which would entail several new operations buildings or the consolidation of such operations. It is also my understanding that the existing driver track would no longer be utilized. At this time the MRCOG does not anticipate major impacts. However, as part of the Joint Land Use Study (JLUS) implementation plan and subsequent memorandums of understanding (MOUs), the KAFB should notify the City of Albuquerque Planning Department, the Bernalillo County Planning Department, and the Isleta Pueblo as to the proposed development as adjacent impacts may exist.

The mission of the Kirtland Air Force is very important in this region and the MRCOG communities. This proposal for construction in no way conflicts with local or regional plans.

Please let me know if my staff or I can support you further.

Sincerely,

Dewey V. Cave
Executive Director

DC/DW

809 Copper Ave. NW, Albuquerque, NM 87102
Phone: (505) 247-1750 Fax (505) 247-1753 Web: www.mrcog-nm.gov

State of New Mexico
ENVIRONMENT DEPARTMENT

Office of the Secretary

Harold Runnels Building
1190 Saint Francis Drive, PO Box 5469
Santa Fe, NM 87502-5469
Telephone (505) 827-2855 Fax (505) 827-2836
www.nmenv.state.nm.us

SUSANA MARTINEZ
Governor
JOHN A. SANCHEZ
Lieutenant Governor

RYAN FLYNN
Cabinet Secretary
BUTCH TONGATE
Deputy Secretary

April 29, 2014

Kirtland Air Force Base
NEPA Program Manager
377 ABW/CEIE
2050 Wyoming Blvd SE Suite 116
Kirtland AFB, NM 87117
nepa@us.af.mil

RESPONSE BY EMAIL

RE: Environmental Assessment for Operations, Upgrades, and Consolidation at the Western Command Site

To Whom It May Concern:

Your letter regarding the above named project was received by the New Mexico Environment Department (NMED) and was sent to various for review and comment. Comments were provided by the Air Quality and Surface Water Quality Bureaus and are as follows.

Air Quality Bureau
Kirtland is located in Bernalillo County and is therefore not under the jurisdiction of the New Mexico Environment Department for matters relating to air quality.

Surface Water Quality Bureau
Federal Clean Water Act, Section 402, Industrial Storm Water Construction General Permit
In regards to surface water quality, NMED has no additional information regarding impacts of the proposed action to the natural environment or other environmental aspects not already listed and described in the on-line Environmental Assessment (EA) for Operations, Upgrades, and Consolidation at the Western Command Site, New Mexico, and associated Draft Finding of No Significant Impact (FONSI), or that would appear to need further consideration during the NEPA process.

The EA and draft FONSI discusses the requirements of the U.S. Environmental Protection Agency (USEPA) National Pollutant Discharge Elimination System (NPDES) Construction General Permit (CGP) for the proposed action. Part 9 of the 2012 CGP includes permit conditions applicable to specific states, Indian country lands, or territories (see Subpart 9.4.1.1 of the 2012 CGP).

USEPA requires that all "operators" obtain NPDES permit coverage by submitting a Notice of Intent (NOI) for construction projects. Generally, this means that at least two parties will require permit coverage. The owner/developer of this construction project who has operational control over project specifications, the general contractor who has day-to-day operational control of those activities at the site, which are necessary to ensure compliance with the SWPPP and other permit conditions, and possibly other "operators" will require appropriate NPDES permit coverage for this project.

The CGP was re-issued effective February 16, 2012. The CGP, NOI, deadlines for submitting an NOI, Fact Sheet, and Federal Register notice is available at: http://cfpub.epa.gov/npdes/stormwater/cgp.cfm.

I hope you find this information helpful.

Sincerely,

Morgan Nelson

Digitally signed by Morgan Nelson
DN: cn=Morgan Nelson, o=New Mexico Environmental Department, ou=Office of General Counsel, email=morgan.nelson@state.nm.us, c=US
Date: 2014.04.29 11:15:50 -06'00'

Morgan R. Nelson
Environmental Impact Review Coordinator
NMED File Number: EIR 5125

Susana Martinez
Governor

STATE OF NEW MEXICO
DEPARTMENT OF CULTURAL AFFAIRS
HISTORIC PRESERVATION DIVISION

BATAAN MEMORIAL BUILDING
407 GALISTEO STREET, SUITE 236
SANTA FE, NEW MEXICO 87501
PHONE (505) 827-6320 FAX (505) 827-6338

May 7, 2014

NEPA Program Manager
377MSG/CEIE
2050Wyoming, Blvd. SE
Suite 116
Kirtland AFB 87117

Re: WOC/AOWC Consolidation EA

To Whom it may concern,

Thank you for informing the New Mexico State Historic Preservation Officer (SHPO) of the Environmental Assessment (EA) that is being developed for the consolidation of the Western Western Command Site (HPD log 9008). I am writing with SHPO's comments concerning the cultural resources sections of the EA.

The EA variously indicates that 23 unidentified buildings will be demolished but identifies only these buildings: the Working Dog Facility, Fire Station 3 (Building 30116), the Visiting Officer Quarters Complex, the Main Enlisted Dormitory Campus, the Noncommissioned Officer Academy, Dormitory Campus 2, and NC -135.

Although Section 3.7.2.1 of the EA states "Project impacts on unevaluated or potentially eligible cultural resources might be significant if NRHP (National Register of Historic Places) eligibility status has not been determined. Once documented and evaluated through consultation with the SHPO, adverse impacts on eligible and listed cultural resources should be avoided", I can find no record of Kirtland AFB's Section 106 consultation for this project.

Please initiate Section 106 consultation for this project with a consultation letter to addressed to the SHPO. Please include a list of the buildings KAFB wants to demolish with documentation showing previous Section 110/106 inventories and SHPO consultation, and the determinations of eligibility for each building. Please indicate any buildings for which there is no documentation of SHPO consultation.

Our office will need additional documentation for any buildings for which there is no record of SHPO consultation. This should include Historic Cultural Property Inventory (HCPI) Forms for buildings or structures that are more than forty-five years old. The documentation should also include KAFB's determination of eligibility for each building and an assessment of the project's effect to any eligible properties. Please note that

Section 106 consultation must be completed before the Finding Of No Significant Impact can be signed.

I will provide SHPO comments on this documentation within a 30 day review period. I am looking forward to working with you on this consultation. If you have any questions or comments please feel free to call me directly at (505) 827-4225 or email me at bob.estes@state.nm.us.

Sincerely,

Bob Estes

Bob Estes

HPD log 99008

Department of Energy
National Nuclear Security Administration
Office of Secure Transportation
P.O. Box 5400
Albuquerque, NM 87185

JUN 0 9 2014

99385

RECEIVED
JUN 11 2014
HISTORIC PRESERVATION DIVISION

Dr. Jeff Pappas
State Historic Preservation Officer
Office of Cultural Affairs
Historic Preservation Division
Bataan Memorial Building
407 Galisteo Street, Suite 236
Santa Fe, New Mexico 87501

Re: WOC/AOWC Consolidation EA

Dear Dr. Pappas,

The Kirtland Air Force Base (Kirtland AFB) National Environmental Policy Act (NEPA) Program Manager sent the Department of Energy/National Nuclear Security Administration (DOE/NNSA) your letter dated May 7, 2014, with State Historic Preservation Officer (SHPO) comments concerning the cultural resources section of our Environmental Assessment (EA) (Consolidation of the Western Command Site). This EA was originally developed by DOE/NNSA and is now being routed through the Kirtland AFB 377MSG/CEIE NEPA Program Office for final approval. We would like to initiate the Section 106 process of the National Historic Preservation Act of 1966, in this letter, as well as addressing your additional concerns regarding the other Kirtland AFB projects listed in Table 4.1 of the EA.

In order to accomplish consolidating the Office of Secure Transportation (OST) activities at Kirtland AFB, NNSA proposes to install (see the enclosure, EA figure 2-3):

- ***Limited access area.*** An area with controlled access east of the existing Agent Operations Western Command (AOWC) facility would be entirely fenced with a 12-foot-high chain-link fence and paved with concrete. This limited access area would contain a single-story, 27,000-square-foot agent operations facility; a 37,000-square foot Vehicle Maintenance Facility / Mobile Electronics Maintenance Facility; and a 5,000-square-foot communications depot. A new ready line and downline would also be contained within the limited access area for vehicle staging and would be equipped with 208-volt electrical hookups. Out of the 33 acres of total disturbed land, the expanded limited access area for agent operations and vehicle maintenance would require a total of approximately 12.5 acres of land to accommodate the buildings, wash rack, fuel station, vehicle parking, and vehicle circulation. The fuel station would contain one aboveground sectioned storage tank, double walled, which would contain 10,000 gallons of diesel fuel and 2,000 gallons of unleaded gasoline. Access to installation roads is

required for OST convoys to travel to and from the site and would be available via Pennsylvania Street. Once a new agent operations facility is built, the existing AOWC/Operations and Training Facility (OTF) would be vacated for other operational uses. There is an existing classified office and conference space that can be used for emergency command operations when needed. OST munitions personnel that currently reside in Manzano Canyon would likely move to this vacated office space.

- ***OST headquarters office and warehouse.*** A new administrative OST headquarters office (three stories, totaling 75,000 square feet with a 25,000-square-foot footprint) and 87,440 square feet of parking would be built to the northwest of the existing AOWC facility. To the north of the existing AOWC/OTF, a 10,500-square-foot warehouse would be constructed to store OST agent training materials, excess furniture and personal property, office supplies, and information technology supplies. The warehouse would also contain a small office area and conference room. A 3.4-acre parking area would be located east of the warehouse.

- ***Munitions storage site.*** Increased munitions storage would be required and would consist of a fenced area up to 300,000 square feet. The munitions storage area would house six aboveground secured explosives storage magazines (five 20-foot by 8-foot magazines and one 11-foot by 7- foot), one 20-foot by 12-foot by 10-foot earth-covered magazine (ECM), and a 100-foot by 200-foot remain-overnight, explosives-loaded government vehicle parking pad. A 100-foot by 150-foot inert equipment storage gravel pad may be constructed inside the Northern Loop of the driver track road. A small pavilion with overhead cover and table shall be included in the area. Lightning protection systems are required for the six secure-explosive-storage magazines and the explosives-loaded truck parking pad. Area security lighting is required. To meet the minimum distance requirements from occupied buildings of approximately 700 feet, the explosive storage magazines would be located north of the proposed new agent command facility (see enclosure). The current paved driver track road could be used for access to the munitions storage area.

- ***Physical Training and Defensive Intermediate Use-of-Force Training.*** OST is currently exploring options for building space to be used for Federal Agent Performance Test/Intermediate Use-of-Force training (PT/IUF), so agents would no longer have to train off-site. If adequate space is not available at the current AOWC/OTF building after meeting the needs of the munitions department, an additional small, one-story building may be built. Conceptual plans for this building are still being developed, but it is currently proposed as a 12,000-square-foot high-bay one-story building which includes gym space for fitness equipment, physical training space with a mat for PT/IUF training, locker room and showers, and space for 11 closed-door offices as well as a classroom.

- ***Visual screening wall.*** If required by the United States Air Force, visual screening may be used to limit the visibility of the trucks stationed at the ready line from Pennsylvania Street. The majority of the concrete wall (approximately 1,300 feet) would be 8-feet high; however, portions (305 feet) of the wall at the southwest corner of the permit boundary would extend 9 to 10 feet in height.

Kirtland AFB surveyed the area in 2001 (Log # 62802) and no archaeological resources were found within the proposed project area. Therefore, DOE recommended that no cultural resources will be affected by the proposed project. If inadvertent discoveries are found, all work will stop and the Cultural Resource Manager will be notified as appropriate and the National Historic Preservation Act of 1966, as amended, will be followed.

In response to your letter dated May 7, 2014, regarding Air Force activities at Kirtland AFB, that specific area of the EA (Section 4) is called the Cumulative Impacts. Those are potential environmental impacts that result "from the incremental impacts of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time" (40 CFR 1508.7). Informed decision-making is served by consideration of cumulative impacts resulting from projects that are proposed, under construction, recently completed, or anticipated to be implemented in the reasonably foreseeable future. Reasonably foreseeable future actions consist of activities that have been approved and can be evaluated with respect to their impacts.

This section briefly summarizes past, current, and reasonably foreseeable future projects within the same general geographic time and space as the Proposed Action. The geographic scope of analysis varies by resource area. For example, the geographic scope or region of influence (ROI) of cumulative impacts on noise, geology and soils, and safety is very narrow and focused on the location of the resource. The ROI of land use, air quality, infrastructure, and socioeconomics is much broader.

The past, present, and reasonably foreseeable projects (identified below) are the other actions that exist in time and in the ROI that when combined with the proposed action or no action make up the cumulative impact's analysis. In accordance with Council on Environmental Quality guidance, the current effects of past actions are considered in aggregate as appropriate for each resource without delving into the historical details of individual past actions. The time frame in which effects could be expected to occur is five years. Kirtland AFB considers the geographical extent for activities to be installation wide. This section of the EA will now legally be included in all the future EAs developed by (or in cooperation with) Kirtland AFB. However, Kirtland AFB has told NNSA that it will not be including SHPO log numbers in future EAs on such projects. They are not part of the EA at hand.

These are the projects that have previously been consulted with your office and Kirtland AFB at various times during either previous EAs or specific project

consultation with your office: the 23 unidentified Kirtland AFB buildings (from Table 4.1 – that is the "Building Demolition at Kirtland AFB" project) – SHPO log number is 088224; for the Military Working Dog Facility (Building 30126) project from Table 4.1 – SHPO log number 73491; for the Fire Station 3 (Building 30116) project from Table 4.1 - SHPO log number 94702; for the Visiting Officer Quarters Complex, the Main Enlisted Dormitory Campus, the Noncommissioned Officer Academy, Dormitory Campus 2 (From Table 4.1 - that is the "Construction and Demolition of Military Support Facilities" project) – SHPO log numbers are as follows: 66171, 65815, 65905, 66644, 66898, 96365, 96727, 96860.

We appreciate your review of this project. We will assume your concurrence that there is no adverse effect to historic properties if we receive no reply within 30 days. If you have any questions or require further information, please do not hesitate to contact Jeff Robbins at 505-845-4426.

Sincerely,

Mark A. Jackson
Manager
Office of Technical Services

Enclosure

cc:
M. Garcia, Kirtland AFB
D. Akins, Kirtland AFB
J. Boyer, OST
C. Helvey, OST
L. Swift, OST
J. Robbins, GC-20

This undertaking will not have an adverse effect on registered or eligible properties.

for NM State Historic Preservation Officer July 9 2014

Native American Tribes

Pueblo of Isleta
Governor E. Paul Torres, Sr.
PO Box 1270
Isleta NM 87022

Pueblo of Zuni
Governor Arlen P. Quetawki, Sr.
PO Box 339
Zuni NM 87327

Jicarilla Apache Nation
President Ty Vicenti
PO Box 507
Dulce NM 87528

Mescalero Apache Tribe of the Mescalero Apache Reservation
President Danny Breuninger, Sr.
PO Box 227
Mescalero NM 88340

Pueblo of Nambe
Governor Phillip A. Perez
Route 1, Box 117-BB
Santa Fe NM 87501

Navajo Nation
President Ben Shelly
PO Box 9000
Window Rock AZ 86515

Ohkay Owingeh
Governor Marcelino Aguino
PO Box 1099
San Juan Pueblo NM 87566

Pueblo of Acoma
Governor Fred S. Vallo, Sr.
PO Box 309
Acoma Pueblo NM 87034

Pueblo of Cochiti
Governor Joseph H. Suina, PhD
PO Box 70
Cochiti Pueblo NM 87072

Pueblo of Jemez
Governor Joshua Madalena
PO Box 100
Jemez Pueblo NM 87024

Pueblo of Laguna
Governor Richard B. Luarkie
PO Box 194
Laguna NM 87026

Pueblo of Picuris
Governor Richard B. Mermejo
PO Box 127
Penasco NM 87553

Pueblo of Pojoaque
Governor George Rivera
78 Cities of Gold Road
Santa Fe NM 87506

Pueblo of San Felipe
Governor Joseph E. Sandoval
PO Box 4339
San Felipe Pueblo NM 87001

Pueblo of San Ildefonso
Governor Terry L. Aguilar
Route 5, Box 315-A
Santa Fe NM 87506

22nd Navajo Nation Council
Office of the Speaker
Speaker Johnny Naize
PO Box 3390
Window Rock AZ 86515

Pueblo of Sandia
Governor Stuart Paisano
481 Sandia Loop
Bernalillo NM 87004

Pueblo of Santa Ana
Governor George M. Montoya
2 Dove Road
Santa Ana Pueblo NM 87004

Pueblo of Santa Clara
Governor J. Michael Chavarria
PO Box 580
Española NM 87532

Pueblo of Santo Domingo
Governor Oscar K. Lovato
PO Box 99
Santo Domingo Pueblo NM 87052

Pueblo of Taos
Governor Clyde M. Romero
PO Box 1846
Taos NM 87571

Hopi Tribal Council
Chairman Herman G. Honanie
PO Box 123
Kykotsmovi AZ 86039

Ysleta del Sur Pueblo
Governor Frank Paiz
117 S. Old Pueblo Road
(PO Box 17579)
El Paso TX 79907

Eight Northern Indian Pueblos Council
Executive Director Gil L. Vigil
PO Box 969
San Juan Pueblo NM 87566

Pueblo of Zia
Governor David Pino
135 Capitol Square Drive
Zia Pueblo NM 87053-6013

All Pueblo Council of Governors
Chairman Terry L. Aguilar
2401 12th Street NW
Albuquerque NM 87104

Pueblo of Tesuque
Governor Robert Mora, Sr.
Route 42 Box 360-T
Santa Fe NM 87506

White Mountain Apache Tribe of the
Fort Apache Reservation
Chairman Ronnie Lupe
PO Box 700
Whiteriver AZ 85941

Five Sandoval Indian Pueblos
Executive Director James Roger Madalena
1043 Highway 313
Bernalillo NM 87004

Example USAF Tribal Letter

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 377TH AIR BASE WING (AFMC)

MAR 2 7 2014

Colonel Tom D. Miller
377 ABW/CC
2000 Wyoming Blvd SE Suite E-3
Kirtland AFB New Mexico 87117-5000

President Danny Breuninger, Sr.
Mescalero Apache Tribe of the Mescalero Apache Reservation
PO Box 227
Mescalero NM 88340

Dear President Breuninger

The U.S. Air Force (USAF) proposes to adopt the Department of Energy (DOE), National Nuclear Security Administration (NNSA) Environmental Assessment (EA) for construction and demolition activities proposed to occur on Kirtland Air Force Base (AFB) as part of the consolidation at the Western Command Site. The NNSA prepared the EA to consolidate Western Command Operations into a new complex at the existing Agent Operations Western Command (AOWC) and Training Facility on Kirtland AFB. The NNSA EA resulted in a Finding of No Significant Impact (FONSI), signed 10 July 2012. Based on the analysis contained in the *Environmental Assessment for Operations, Upgrades, and Consolidation at the Western Command Site, New Mexico* the USAF has determined that the Proposed Action has the potential to result in less than significant adverse environmental impacts.

The Proposed Action includes the consolidation of Western Command Operations, currently conducted at several locations on Kirtland AFB into a single new complex at the Office of Secure Transportation (OST) Driver Track called the Western Secure Transportation Center. The OST Driver Track area, utilized by OST under a land use permit granted by Kirtland AFB in 1989, currently contains a 1-mile loop driver track and a 4-acre secured, limited access area for OST's AOWC. Proposed new construction would entail a new agent operations building with parking lot; new Vehicle Maintenance Facility/Mobile Electronic Maintenance Facility with parking areas; OST communication depot; aboveground water tank; fuel station and wash rack; a Physical Training and Defensive Intermediate Use of Force Training or munitions office; warehouse; munitions storage site; a new OST headquarters office; and a visual screening wall. With consolidation of OST facilities at this location, the driver track would no longer be used.

The NNSA EA was prepared in accordance with the requirements of the National Environmental Policy Act of 1969 (NEPA) (42 United States Code Section 4321−4347), as amended; the Council on Environmental Quality's Regulations for Implementing the Procedural Provisions of NEPA (40 Code of Federal Regulations [CFR] Parts 1500–1508); the DOE NEPA implementing regulation (10 CFR Part 1021); the USAF NEPA implementing regulation 32 CFR 989; and Department of Defense Instruction 4715.9, *Environmental Planning Analysis*. This EA evaluated the potential impacts of the proposed action and alternatives, to include the no action alternative, on humans and the natural environment. Additionally, Executive Order (EO) 12372, *Intergovernmental Review of Federal Programs*, requires federal agencies to solicit other federal agency participation in the NEPA process. Accordingly, I am requesting your participation in the review and comment process. Copies of the NNSA EA and the Draft

USAF FONSI and Notice of Intent to Adopt the NNSA EA are available at http://www.kirtland.af.mil under the environmental issues tab.

Pursuant to Section 106 of the National Historic Preservation Act (NHPA; 36 CFR Parts 800.2, 800.3, and 800.4) and EO 13175, the Air Force would like to initiate government to government consultation concerning the proposed project to allow you the opportunity to identify any comments, concerns, and/or suggestions that you might have. Additionally, as we move forward through the process, various draft documents will be forwarded for your review and comment.

Please contact my office at (505) 846-7377 if you would like to meet to discuss the proposed project and/or proceed with Section 106 consultation.

Sincerely

TOM D. MILLER, Colonel, USAF
Commander

Ysleta del Sur Pueblo

Tribal Council – Javier Loera (War Captain/Tribal Historic and Preservation Officer) E-mail jloera@ydsp-nsn.gov

117 South Old Pueblo Road * P.O. Box 17579 * El Paso, Texas 79917 * (915) 859-8053 * Cell (915) 497-3876

April 28, 2014

Mr. Tom D. Miller
Colonel, USAF Commander
377 ABW/ CC
2000 Wyoming Blvd SE Suite E-3
Kirtland AFB New Mexico 87117-5000

Dear Mr. Miller

This letter is in response to the correspondence received in our office in which you provide Ysleta del Sur pueblo the opportunity to comment on the U.S. Air Force (USAF) to adopt the Department of Energy (DOE)< National Security Administration (NNSA) Environmental Assessment (EA) for the Construction and Demolition activities proposed to occur on Kirtland Air force Base (AFB) as part of the consolidation at the Western Command Site.

While we do not have any comments on the Construction and Demolition activities on the Kirtland Air Force Base and believe that this project will not adversely affect traditional, religious or culturally significant sites of our Pueblo and have no opposition to it: we would like to request consultation should any human remains or artifacts unearthed during this project be determined to fall under NAGPRA guidelines. Copies of our Pueblo's Culture Affliction Position Paper and Consultation policy are available upon request.

Sincerely,

Javier Loera

Javier Loera
War Captain/Tribal Historic and Preservation officer
Ysleta Del Sur Pueblo

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 377TH AIR BASE WING (AFMC)

MAR 2 7 2014

Colonel Tom D. Miller
377 ABW/CC
2000 Wyoming Blvd SE Suite E-3
Kirtland AFB New Mexico 87117-5000

RECEIVED
APR 0 9 2014
BY: (MD)

RECEIVED
APR 0 8 REC'D
THE HOPI TRIBE
OFFICE OF THE CHAIRMAN

Chairman Herman G. Honanie
Hopi Tribe of Arizona
PO Box 123
Kykotsmovi AZ 86039

Dear Chairman Honanie

The U.S. Air Force (USAF) proposes to adopt the Department of Energy (DOE), National Nuclear Security Administration (NNSA) Environmental Assessment (EA) for construction and demolition activities proposed to occur on Kirtland Air Force Base (AFB) as part of the consolidation at the Western Command Site. The NNSA prepared the EA to consolidate Western Command Operations into a new complex at the existing Agent Operations Western Command (AOWC) and Training Facility on Kirtland AFB. The NNSA EA resulted in a Finding of No Significant Impact (FONSI), signed 10 July 2012. Based on the analysis contained in the *Environmental Assessment for Operations, Upgrades, and Consolidation at the Western Command Site, New Mexico* the USAF has determined that the Proposed Action has the potential to result in less than significant adverse environmental impacts.

The Proposed Action includes the consolidation of Western Command Operations, currently conducted at several locations on Kirtland AFB into a single new complex at the Office of Secure Transportation (OST) Driver Track called the Western Secure Transportation Center. The OST Driver Track area, utilized by OST under a land use permit granted by Kirtland AFB in 1989, currently contains a 1-mile loop driver track and a 4-acre secured, limited access area for OST's AOWC. Proposed new construction would entail a new agent operations building with parking lot; new Vehicle Maintenance Facility/Mobile Electronic Maintenance Facility with parking areas; OST communication depot; aboveground water tank; fuel station and wash rack; a Physical Training and Defensive Intermediate Use of Force Training or munitions office; warehouse; munitions storage site; a new OST headquarters office; and a visual screening wall. With consolidation of OST facilities at this location, the driver track would no longer be used.

The NNSA EA was prepared in accordance with the requirements of the National Environmental Policy Act of 1969 (NEPA) (42 United States Code Section 4321–4347), as amended; the Council on Environmental Quality's Regulations for Implementing the Procedural Provisions of NEPA (40 Code of Federal Regulations [CFR] Parts 1500–1508); the DOE NEPA implementing regulation (10 CFR Part 1021); the USAF NEPA implementing regulation 32 CFR 989; and Department of Defense Instruction 4715.9, *Environmental Planning Analysis*. This EA evaluated the potential impacts of the proposed action and alternatives, to include the no action alternative, on humans and the natural environment. Additionally, Executive Order (EO) 12372, *Intergovernmental Review of Federal Programs*, requires federal agencies to solicit other federal agency participation in the NEPA process. Accordingly, I am requesting your participation in the review and comment process. Copies of the NNSA EA and the Draft

USAF FONSI and Notice of Intent to Adopt the NNSA EA are available at http://www.kirtland.af.mil under the environmental issues tab.

Pursuant to Section 106 of the National Historic Preservation Act (NHPA; 36 CFR Parts 800.2, 800.3, and 800.4) and EO 13175, the Air Force would like to initiate government to government consultation concerning the proposed project to allow you the opportunity to identify any comments, concerns, and/or suggestions that you might have. Additionally, as we move forward through the process, various draft documents will be forwarded for your review and comment.

Please contact my office at (505) 846-7377 if you would like to meet to discuss the proposed project and/or proceed with Section 106 consultation.

Sincerely

TOM D. MILLER, Colonel, USAF
Commander

No historic properties affected and to the Hopi Tribe affected

for

9-10-14

APPENDIX C. AIR EMISSIONS CALCULATIONS

This appendix contains air emission calculations performed for this EA.

OPERATIONS, UPGRADES, AND CONSOLIDATION AT THE WESTERN COMMAND SITE, NEW MEXICO

Air Quality Emissions from Proposed Action

CONSTRUCTION

Air Emissions (pounds)

(Assume construction emissions occur during one year)

	NO_x	VOC	CO	SO_2	PM_{10}	$PM_{2.5}$	CO_2
Grading Equipment	3,279	203	1,237	66	200	194	389,145
Paving Equipment	7,164	411	2,934	143	438	425	888,050
Building Construction	9,455	751	4,172	760	679	659	1,071,483
Total Emissions (pounds)	19,898	1,366	8,342	969	1,318	1,278	2,348,678

Air Emissions (tons)

	NO_x	VOC	CO	SO_2	PM_{10}	$PM_{2.5}$	CO_2
Grading Equipment	1.64	0.10	0.62	0.03	0.10	0.10	194.57
Paving Equipment	3.58	0.21	1.47	0.07	0.22	0.21	444.02
Building Construction	4.73	0.38	2.09	0.38	0.34	0.33	535.74
Total Emissions (tons)	9.95	0.68	4.17	0.48	0.66	0.64	1,174.34

Fugitive Dust Emissions (tons)

	PM_{10} Uncontrolled	PM_{10} Controlled	$PM_{2.5}$ Uncontrolled	$PM_{2.5}$ Controlled
Fugitive Dust - Grading [a]	5.20	2.60	0.52	0.26
Fugitive Dust - Construction [b]	2.55	1.27	0.25	0.13
Fugitive Dust - Road Construction [c]	20.89	10.45	2.09	1.04
Total Fugitive Dust Emissions (tons)	28.64	14.32	2.86	1.43

[a] 26.25 acres during grading and 1.12 acres during construction (emission factor = general construction activity)

[b] 1.12 acres during construction (emission factor = general construction activity)

[c] 16.58 acres during paving (emission factor = new road construction)

Criteria Pollutant Emission Factors:

The assumptions used for calculating air emissions from construction activities are those used in the "Draft Environmental Assessment addressing Construction, Operation, and Maintenance of a Military Working Dog Facility at Kirtland Air Force Base, New Mexico" The assumptions include the air emission factors used in that document

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CONSTRUCTION (Continued)

Emission Factors used for Construction Equipment (Criteria Pollutants, VOC, Carbon Dioxide)

References: Draft Environmental Assessment addressing Construction, Operation, and Maintenance of a Military Working Dog Facility at Kirtland Air Force Base, New Mexico

Source	Equipment Multiplier*	Project Emission Factors (pounds/day)						
		NO_x	VOC	CO	SO_2	PM_{10}	$PM_{2.5}$	CO_2
Grading Equipment	3	41.641	2.577	15.710	0.833	2.546	2.469	4941.526
Paving Equipment	2	45.367	2.606	18.578	0.907	2.776	2.693	5623.957
Building Construction	1	39.396	3.130	17.382	3.166	2.829	2.744	4464.512

* The equipment multiplier is an integer that represents units of 10 acres for purposes of estimating the number of equipment required for the project.

Emissions (pounds per day) = project emission factor (pounds per day) * number of days * equipment multiplier

Fugitive Dust Emission Factors for Construction

References: Draft Environmental Assessment addressing Construction, Operation, and Maintenance of a Military Working Dog Facility at Kirtland Air Force Base, New Mexico

General Construction Activities

0.19 tons PM_{10} /acre-month (Emission Factor)
0.10 $PM_{2.5}$ multiplier (10% of PM_{10} emissions assumed to be $PM_{2.5}$)
0.50 Contol Efficiency (Assume 50% control efficiency for PM_{10} and $PM_{2.5}$ emissions)

New Road Construction

0.42 tons PM_{10} /acre-month (Emission Factor)
* same $PM_{2.5}$ multiplier and control efficiency as for general construction activities

CONSTRUCTION (Continued)

Summary of Input Parameters

		Area (acres)	Area (ft²)	Days
Grading				[a]
	OST HQ AOWC, warehouse, VMF/MEMF	5.15	224,349	5.2
	Munitions	20.30	884,329	20.3
	TOTAL	0.8	34,850	0.8
		26.25	1,143,529	26.3
Paving				[b]
	AOWC parking	2.08	90,611	9.9
	OST HQ parking	2.0	87,126	9.5
	Concrete area	12.5	544,538	59.5
	TOTAL	16.58	722,275	79
Construction				
	Warehouse PT/IUF or	0.24	10,542	240[c]
	Munitions bldg	0.275	11,980	240
	OST HQ Office	0.60	26,138	240
	TOTAL	1.12	48,660	240[d]

[a] Estimate for grading is calculated by assuming 1 acre graded per day

[b] Estimate for paving is calculated by dividing the total number of acres by 0.21 acres/day which is an estimate of square feet paved per day based on the 2005 MEANS Heavy Construction Cost Data, 19th Edition

[c] Assume 12 months, 4 weeks per month, 5 days per week

[d] Assume construction on all projects happens concurrently

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OPERATIONS

Commuter Emissions (similar to existing conditions)

Air Emissions (pounds per year)

	NO_x	VOC	CO	SO_2	PM_{10}	$PM_{2.5}$	CO_2
Passenger Vehicle	2,199	2,257	21,694	30	254	163	3,121,723

Air Emissions (tons per year)

	NO_x	VOC	CO	SO_2	PM_{10}	$PM_{2.5}$	CO_2
Passenger Vehicle	1.10	1.13	10.85	0.02	0.13	0.08	1,560.86

Commuter Emissions: Emission Factors

Source: http://www.aqmd.gov/ceqa/handbook/onroad/onroad.html

Scenario Year: **2012**

All model years in the range 1968 to 2012

Passenger Vehicles (pounds/mile)	
CO	0.00765475
NOx	0.00077583
ROG	0.00079628
SOx	0.00001073
PM10	0.00008979
PM2.5	0.00005750
CO2	1.10152540
CH4	0.00007169

OPERATIONS (Continued)

Commuter Emissions: Summary of Input Parameters

Number of people at facility:			
		Number of man-days per week:	
Total agent capacity (5 days/week)	150		750
Support staff (5 days/week)	30		150
Security personnel (7 days/week)	15		105
Additional agents (1 day/week)	50		50
Maintenace personnel (5 days/week)	4		20
Visitors (1 day/week)	15		15
TOTAL	264	TOTAL:	1,090
Assumed average number of miles driven by commuter vehicle during one man-day			50
Total vehicle miles driven per week			54,500
Total vehicle miles per year (assume 52 weeks per year)			2,834,000

Truck Emissions (decrease from existing conditions)

Air Emissions (pounds per year)

	NO_x	VOC	CO	SO_2	PM_{10}	$PM_{2.5}$	CO_2
Heavy-Duty Diesel Truck	110	9.0	36	0.14	5.3	4.6	15,051

Air Emissions (tons per year)

	NO_x	VOC	CO	SO_2	PM_{10}	$PM_{2.5}$	CO_2
Heavy-Duty Diesel Truck	0.055	0.0045	0.018	0.000072	0.0027	0.0023	7.53

OPERATIONS (Continued)

Truck Emissions: Emission Factors

Source: http://www.aqmd.gov/ceqa/handbook/onroad/onroad.html

Vehicle Class:

Heavy-Heavy-Duty Diesel Trucks (33,001 to 60,000 pounds)

Scenario Year: **2012**

All model years in the range 1968 to 2012

	HHDT-DSL (pounds/mile)
CO	0.01021519
NOx	0.03092379
ROG	0.00252764
SOx	0.00004042
PM10	0.00149566
PM2.5	0.00129354
CO2	4.21590774
CH4	0.00011651

Truck Emissions: Summary of Input Parameters

Number of trucks	357
Number of annual roundtrips to maintenance eliminated.	357
Mileage per round trip	10
Total miles	3,570

OPERATIONS (Continued)

Emergency Generator Emissions

Air Emissions (pounds per year)

	NO_x	CO	SO_x	PM_{10}	CO_2	VOC
New HQ building	661	142	43.7	46.9	24,509	53.6
New command	2,078	448	137	147	77,073	168.5
Current AOWC	2,078	448	137	147	77,073	168.5
TOTAL	4,816	1,038	318	342	178,655	390.6

Air Emissions (tons per year)

	NO_x	CO	SO_x	PM_{10}	CO_2	VOC
New HQ building	0.33	0.071	0.022	0.023	12.3	0.027
New command	1.0	0.224	0.069	0.074	38.5	0.084
Current AOWC	1.0	0.224	0.069	0.074	38.5	0.084
TOTAL	2.4	0.52	0.16	0.17	89.3	0.195

Emergency Generator Emission Factors

Source: from AP-42, Section 3.3, Gasoline and Diesel Industrial Engines, Table 3.3-1

* Assume 500 KW generator with 540 horsepower diesel engine

Diesel Fuel

	lb/hp-hr	kg/kw-hr	lb/kw-hr
NO_x	0.031	0.01885	0.04155
CO	0.00668	0.004061	0.008954
SO_x	0.00205	0.001246	0.002748
PM_{10}	0.0022	0.001338	0.002949
CO_2	1.15	0.6992	1.541
TOC	0.0025141	0.0015	0.0034

Emergency Generators: Summary of Input Parameters

Generators:

Location	Size (kw)	Fuel Type	
New HQ building	159	"likely" natural gas (but assume diesel for conservative estimate)	
New command	500	Diesel	
Current AOWC	500	Diesel	("Likely" installed even under the No Action Alternative)

Usage per generator:

Events per year	Hours per event	Hours per year
10	10	100

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